

Inland Seas



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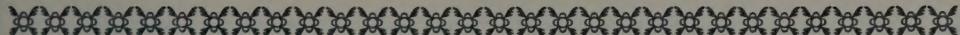
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Southern Divines on the Great Lakes and at Niagara Falls

By MENTOR L. WILLIAMS

A CENTURY AGO it was as much "the rage" to travel as it is today. People with the means to make journeys toured the country for their health (if they needed a reason) or to acquaint themselves with geographical wonders. Newspapers and magazines were eager to print the observations of the tourists; incidents of travel were featured in most periodicals.

In gathering literature about the Lake-Falls region, recorders have limited themselves chiefly to the journeys of Europeans and of tourists from the Atlantic seaboard. Such a practice ignores the fact that people from the South were great travelers also. When the unpleasant heat of summer and the plagues of malaria and cholera threatened, southern planters, merchants, professional men and their families found occasion to look after their business interests in the North and, incidentally, to visit the fabulous lake country. The magazines are filled with their letters, "notes-by-the-way," and descriptive sketches.

Take, as an example, *The Southern Lady's Companion*, an entertaining monthly journal edited at Nashville, Tennessee, from 1847 to 1852 by M. M. Henkle and J. B. McFerrin, reverend doctors of the Methodist Episcopal Church South. Messrs. Henkle and McFerrin were also the editors of the Nashville *Christian Advocate*. To the *Lady's Companion* were sent the reflections and effusions of Tennessee's pious Christians whose devotions had taken them to see God's "most magnificent handiwork" on the North American continent. Accounts of God's awfulness and majesty, as reflected in the Falls of Niagara, were frequently supplemented with tales calculated to chill the marrow of the sinner who happened to leaf through the pages of the *Lady's Companion*. The saved,

of course, could read without fear. That they were edified and titillated goes without saying!

The Reverend C. Foster Williams of Gallatin, Tennessee, visited the Great Lakes and the Falls in October 1848. The *Lady's Companion* printed his report in the December 1848 and January 1849 issues. His "Lake Erie and the Falls" began with the remark: "If one is at all observing, while traveling, he will find much to instruct as well as amuse him." Reverend Williams found much to instruct. From Nashville, the City of Rocks, as it was then fondly nicknamed, he had made his way to Sandusky, Ohio, where he boarded the steamer *America* for Buffalo. Only three weeks before Lake Erie had been lashed by a furious tempest. Thankful for the Lord's special blessing, a calm passage, Williams wrote: "He who causeth the wind to blow, and maketh it to cease, and who rideth upon the whirlwind, had said, 'Peace, be still!'" With this bit of divine intervention the reverend's journey to Buffalo required only twenty hours. There, after "visiting all the public buildings worth seeing," he boarded the cars for the Falls. After supper (the Falls could wait on the appetite) and after sundown, he and his party had their first view of "the greatest of this world's wonders" by moonlight. A beautiful lunar rainbow "hung over the misty waters of the wild chasm, like an angel of mercy, or an oasis in the desert." Awestruck, breathless at the "terrible, yet beautifully sublime scene" the holy man spoke not a word, "nor wished to disturb the current of thoughts passing through the minds of the others." "I think," he declared, "a first view of the Falls, such as I had by the light of a full moon, far preferable to any other, and has a tendency to awaken deeper and holier feelings."

These feelings were quickly disturbed by the harrowing tale of a man who, only three days before, had set forth in a small sailboat "on the Sabbath day, regardless of God's law," and had with great skill and self-possession piloted his craft through the rapids and over the Falls. As he had passed under the bridge leading to Goat Island he had asked a man standing on the bridge whether he should jump from the boat. The horrified spectator had been too paralyzed to reply. Thus "the sun that rose upon him that morning, full of hope and full of life, set upon him in endless night and the dreams of a bright and happy future were buried

with him beneath the foaming torrent of Niagara." For those who cared for morbid things, like the Reverend Mr. Williams, the boat could still be seen "fast in the rocks, a short distance below the bridge, and about twenty yards from the shore opposite the saw mill."

By moonlight, the party crossed over the Goat Island bridge (fee, 25¢) to that "wild romantic spot," the Hog's Back, where both the American and the Canadian falls could be seen. Then, by way of the "Biddle Stair Case," they cautiously descended into the darkness at the foot of the Horseshoe Falls. The swirling mists dampened their ardor and drove them back. At the top again, they climbed Prospect Tower, where the greatest American wonder spread out at their feet "like a map." Into the awful gulf below had plunged the steamer *Caroline* in 1837, noted the lugubrious divine. Back at his hotel (at 10:30) he was lulled to sleep by the "unceasing roar" of the waters and the constant rattle of the window panes!

After breakfast next morning, the preacher and his party took a coach to the wire suspension bridge where (fee, 25¢) they crossed over into "Her Majesty's dominions" — a strange experience for all of these southern folk. The bridge, "the greatest of wonders, next to the Falls" failed to daunt them. In fact, it was a preliminary structure that would soon be followed by another, ten feet above it, on which would pass a locomotive and train of cars. Having got the measurements of the bridge, 7' x 800', the group went to the Whirlpool, "a place more celebrated as a curiosity than it deserves," and to Table Rock. At the latter place, fitted out with guide, boots, and oil cloth suits (fee, 25¢), they made the trip behind the Falls. At Table Rock an apple vendor gave Reverend Williams a card (for which he obligingly purchased some apples) on which was printed an account of Miss Martha K. Rugg's misadventure with a flower. Noted for her acquirements in botany, Miss Rugg's fate was proclaimed in doggerel to warn other female botanists:

Woman, most beauteous of the human race,
Be cautious of a dangerous place.
Miss Rugg, at the age of twenty three,
Was launched into eternity.

The apple man himself had picked up the poor girl, the "flower still in her hand, and the blood streaming from her nose and mouth."¹

For another twenty-five cents the parson was ferried by rowboat to the American side, where "the dashing waters, rolling and tumbling in wild fury, are ever before me, while I sleep; and the eternal roar of the cataract is ever in my ears." The eternal roar did not deafen him to one annoyance — continual dunning by the servants. Southern patrons of the resort hotels of the North found it hard to endure the practice of tipping, obviously much abused:

As an instance of this, a servant held out his hand to me, as I was seated in the stage about starting for Lewiston, with a request that I would "remember the servant." "What for?" said I, not remembering that he had done me any particular service. "Why, for bringing out your baggage, and it is customary to pay the servant for such things." Now it so happened, that when the stage drew up, there was no servant at hand, and a fellow-passenger and myself brought out my baggage to the driver; yet the fellow had the impudence to ask pay for my own services. I heard of a visitor who was much annoyed by these fellows; so much so that he could not sit down or get up, or ask a question, but pay was demanded, either for brushing off a seat, unasked, or for answering some question concerning the cataract; so at last he concluded he would stand by himself under a tree, and see if he could keep from paying money; but in a minute a servant was behind him brushing his coat with one hand, while the other was extended for pay.

Desiring to see more of the Lakes, Reverend Williams boarded another steamer at Ontario. The trip to the Genesee River was tempestuous, but the captain, a musician, settled queasy stomachs with songs which he accompanied with a guitar. Naturally, the company turned to sacred music, and those who could sing kept the "well-conditioned" timbers vibrating until midnight. At Rochester, a flour milling center, the man

1. John Portmess, poet and preacher of St. Charles, Missouri, visited the Falls in 1849—a few days after another terrible accident. A young man, his bride-to-be, and her small sister were standing on the Goat Island bridge when the youth seized the child and held her playfully over the torrent. Frightened, the little girl struggled and fell into the water. The young man plunged in, though rescue was impossible, and both went over the Falls. Portmess was moved to fervent plagiarism: "Gabriel's trump shall awake the dead, and bid the sleeping millions rise, to sink in darkness and in death, or mount to joys above the skies." *Lady's Companion* (May, 1852.)

of God was distressed to find that flour was packed into barrels (one miller turned out 300 barrels a day) by men with naked feet:

This was rather repugnant to my ideas of cleanliness. I found a person similarly situated in all the mills I visited. There is a trite saying that every person must eat his peck of dirt, but as the cleanliness of these persons cannot be well vouched for, those who purchase their flour may have eaten more than their quota.²

From their Nashville *Christian Advocate* the editors of the *Lady's Companion* (May, 1852) lifted an account of the Falls of Niagara as observed May 4-5, 1848. "Sylvanus," too, had proper religious feelings toward Niagara, but he coupled with them a mania for statistics. He not only reckoned the width, depth, length, and height of river, islands, and Falls; he also quoted the quantity of water passing over the Falls and the hydraulic horse power that could be developed (4,533,334 h. p.)

For Sylvanus, also, the spray curled "away over the surrounding heights like the form of an angel floating over the world with the bow of God set upon its bosom." Leaning over the precipice at Table Rock he again saw "the bow of God, woven amid the foam and mist, [which] conveyed to my throbbing heart a renewal of the promise, that the floods shall be restrained, and not sweep over the world again to ruin and destroy it." When the sun reached its zenith, Sylvanus, like Moses "was compelled to put a veil over my face, that I might endure the effulgent splendors of the throne of waters." To him the sound of the Falls was not unpleasant for "it came upon my spirit like the voice of God with a subduing but not with a stunning effect." The most splendid view of the Falls from the American side was that from the "Chinese Pagoda," whose summit was 275 feet above the dark waters of the chasm below. Iris Island (the controversy over *Goat* and *Iris* was then at its peak) from this point appeared "like the abutment of a world."

Sylvanus visited the suspension wire bridge six months earlier than Dr. Williams. His account recaptures the thrill of early aerialists:

But one wire, about an inch in diameter and eight hundred feet in length, is yet stretched across the river. It hangs like the wires between the telegraphic posts, and the lowest point of its curve is two hundred and five feet

2. The good doctor, remarking on the lack of grandeur in the falls of the Genesee river missed an opportunity to introduce another exemplary story: the celebrated leap of Sam Patch into eternity. The omission is the more odd because Sam Patch had survived his leap into Niagara's foaming chasm.

above the water. In a basket suspended just below the wire, fixed with rollers, with ropes attached, persons are drawn over this terrific channel, in which the mighty flood of waters which pours over the Falls is boiling and foaming in its wild career. When seen midway the channel, the adventurous passengers over this dread abyss appear, from their great height above the water, and their distance from the shore, like little children navigating the air in a small boat of lattice work; and as they near the opposite shore, their forms continue to diminish, and their hold upon the arm of safety appears still more feeble and attenuated. Four only of our company, three gentlemen and one lady, ventured over. I had the temerity to be one of the number. I felt perfectly safe; though it was a strange thing to find myself suspended by so small a thread, over a chasm of such awful width and depth; and I regard it as one of the most interesting moments which I have enjoyed during my visit to the Falls.

In bidding farewell to Niagara, Sylvanus exclaimed "thou hast taught me what is meant, in inspiration, by the sound of many waters. I have reclined at they feet and deemed myself gazing on the face of Omnipotence."

It is of some interest to note that neither Williams nor Sylvanus took cognizance of the scientific question that was disturbing the religious mind. Was Niagara a measuring stick whereby the age of the earth could be determined by the rate of its cutting through the Niagara gorge? Would Niagara eventually cut back into Lake Erie, thus bringing sudden disaster to the whole Ontario region?³ Sylvanus, by implication, denied the latter possibility when he exclaimed: "Eternity is written on thy forehead. Thy crown was given thee by the 'Ancient of Days,' in the infancy of the world. Thou remainest, and thy years shall not fail, till the only voice which is louder than thine shall still thy roar." The echoes of such words could still be heard at the Scopes Trial in Tennessee in 1925.

3. Horace Greeley had discussed this probability on his visit to the Falls in 1842. See Mentor L. Williams, "Horace Greeley at Niagara Falls," *INLAND SEAS*, Summer, 1948.



The Ghost Port of Milan and a Druid Moon

By WALLACE B. WHITE

PART III

BY FAR THE MOST INTERESTING industry in old Milan was shipbuilding. The output of the Milan yards during the brief period in which ships were constructed is surprising. It compares well with that of Toledo and Cleveland. Between seventy-five and eighty vessels were built between the years 1841 and 1867, when the dam feeding the canal went out and cut Milan off from the lake.

Early records are lacking, hence, a complete picture of this industry is impossible for the present. The first mention of ship building on the flats, directly across the Canal Basin from the warehouses, occurs in the *Milan Tribune* for November 9th, 1843, which states: "Several brigs and other sail have been built here within the last two years . . ."

It is known that James P. Gay came to Milan in 1840, brought here, it is stated through the efforts of Ebenezer Merry, who foresaw the possibilities of the Canal Basin for a shipyard. Merry and Gay built vessels about the year 1841; they may even have started work on the first as early as 1840.

By 1847, it is positively known that Gay and Merry had the *Monsoon* — 245 tons — Captain Henry Kelley, commanding; the *Dawn* — 240 tons — Captain Hicks; and the *Sea-Gull* — 141 tons — Captain William Kline, master. Numbers of the *Milan Tribune* indicate that there were more ships built and owned by Gay and Merry, but it is impossible to identify them positively. The best that can be done is to present a list of known Milan-built ships and such data as is known about them.

Following are the names of craft designated as built in the Milan ship-yard between the years 1840 and the beginning of 1856.

<i>Baltic</i>	<i>Eclipse</i>	<i>Minot Mitchell</i>	<i>Samuel J. Holley</i>
<i>Beamas (sic)</i>	<i>Flying Cloud</i>	<i>Monsoon</i>	<i>Speed</i>
<i>Deer</i>	<i>Helen Kent</i>	<i>P. P. Gaige (sic)</i>	<i>Wildover</i>
<i>Delight</i>	<i>Home</i>	<i>Reindeer</i>	<i>Yankee</i>
<i>Daniel Boone</i>	<i>Industry</i>	<i>Sea-Gull</i>	
<i>Dolphin</i>		<i>Sebastopol</i>	
<i>Dawn</i>			

Of the above, the *Minot Mitchell*,³ the *Deer*, and the *Reindeer* are stated to be J. C. Lockwood boats, but it is known that he had more. The *Daniel Boone* belonged to Thomas Hamilton and the *Sebastopol* to Val Fries. The *Home* was a scow. Until further data are found, this is the best that can be done with the above list.

3. The name *Minot Mitchell* for one of J. C. Lockwood's vessels has an interesting background. This vessel was named for Minot Mitchell, president of the Bank of Manhattan, New York City. Mitchell, who was a figure of mighty stature in financial circles in the early 1800's, had a finger in the Milan pie. His bank held twenty thousand dollars worth of Milan Canal bonds, in addition to more than twelve thousand dollars advanced to George and Ralph Lockwood, for which the latter had given notes and other security. When old Ralph Lockwood died in 1838, Mitchell came onto the estate for his money. Settlement dragged for some five years; then Mitchell got possession of 19 $\frac{3}{4}$ acres in the town plat of Milan, said acreage having been the property of the partnership of George and Ralph Lockwood. In 1846, George found a pretext for having Mitchell's claim set aside. The matter dragged through Ohio courts for a decade, and George Lockwood finally won. But in the meantime, Mitchell had allotted the acreage and sold lots—said lots having been in the better residential district of Milan. There were involved court decisions before property rights were finally adjusted. The 19 $\frac{3}{4}$ acres are known in the Milan town plat today as the Mitchell Annexation, but few know where the subdivision got its name. (See George Lockwood vs. Minot Mitchell, J. C. Lockwood, his wife Louisa, et al.)

For the remaining forty vessels built at Milan from 1856 to 1867, the following table gives data available at this time.

<i>Vessel</i>	<i>Date Launched</i>	<i>Builder</i>	<i>Owner</i>	<i>Captain on Maiden Voyage</i>	<i>Gross Ton.</i>
(1856)					
<i>Cuba</i>	5/20/56	Gay & Merry	Bates	Moffitt	200
<i>Emu</i>	5/20/56	" "		Geo. Wood	234
<i>Dardanelles</i>	5/12/56	" "		Martin Stalker	...
<i>Lively</i>	5/ 1/56	" "	Butman & Choate	James	...
<i>Mount Eagle</i>	8/ 2/56	" "		Baird	...
<i>Nonpareil</i>	5/ 1/56	" "		J. Pomeroy	...
<i>St. James</i>	8/ 2/56	" "		Shea	...
<i>Surprise</i>	5/ 1/56	" "	Smith & Co.	Wilcox	222
<i>W. L. Whit- man</i>	6/ 7/56	Salmon Ruggles		Wilson	...

(1857)					
<i>K. Dart</i>	5/ 8/57	Gay & Merry	J. C. Lockwood	Thompson	...
<i>Myrtle</i>	9/ 9/57			Geo. Wood	207
<i>Six Revenue Cutters</i>	9/ 7/57	Gay & Merry			70 ft. long (rejected by U. S. Gov't.)
<i>St. Helena</i>	5/ 7/57			W. Long	...
<i>Timothy Baker</i>	9/ 1/57		For Nor- walk owners	James Wood	224
<i>Typhoon</i>	9/20/57	Kline	Kline	Kline	11

(1858)					
<i>Condor</i>	9/ 5/58	A. P. Mowry	Mowry	Montague	...
<i>Phoenix</i>	5/26/58	" "	"	Chaplin(?)	Scow

(Table Continued)

Vessel	Date Launched	Builder	Owner	Captain on Maiden Voyage	Gross Ton.
Year 1859 does not show in records. Apparently no vessels were built that year.					
<i>Day Spring</i>	5/25/60	Henry Kelley	Kelley	Kelley	87
(1861)					
<i>Hyphen</i>	4/25/61	Val Fries	Fries	Cummings	196
<i>Milan (Jesse L. Boyce)</i>	4/25/61	Kelley	Kelley	Kelley	196
(1862)					
<i>H. S. Walbridge</i>	7/30/62		Stevens & Co.		215
<i>Jura</i>	5/ 8/62	Kelley	Kelley	Hastings	228
<i>Wm. Raynor</i>	5/ 5/62	Val Fries			227
<i>Wm. Shupe</i>	7/30/62	" "	Fries	Juby(?)	240
(1863)					
<i>A. J. Mowry</i>	/63	A. J. Mowry	Mowry		188
<i>Atmosphere</i>	9/27/63	Val Fries	Fries	James Wood	275
<i>Idaho</i>	6/17/63	A. J. Mowry	Mowry	John Jennings	350
<i>Kate Norton</i>	5/10/63	A. Minuse	Minuse	Geo. Wood	sank on first trip.
<i>M. Stalker</i>	5/19/63	A. P. Mowry	A. P. Mowry	Martin Stalker	350
<i>Winona</i>	10/ 2/63	A. P. Mowry	Kelley	Montague	...
(1864)					
<i>Amaranth</i>	4/17/64	Val Fries	Fries	Hastings	272
<i>7th Ohio</i>	8/13/64	Kelley	Kelley	Chas. Peterson	...
(1865)					
<i>Samuel J. Holley</i>	/65				213

(Table Continued)

(1866)

<i>Mystic</i>	<i>/66</i>	Val Fries	Fries	161
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(1867)

<i>Exile</i>	<i>/67</i>	Val Fries	Fries	387
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The old dam supplying water for canal was washed out in March of 1868.
It was never rebuilt. Canal was abandoned.

As concerns the cost per vessel, figures are not available for the year 1847; however, Captain Henry Kelley's account book for the building of the *Day Spring* (1860) is at hand and some indication can be gained from this source. It is probably true that the cost of most items is higher in 1860 than it was in 1847; hence, some allowance must be made for this factor.

In 1860, the total cost of the *Day Spring*, a small, eighty-seven ton schooner, was just under \$4,500.00, or about fifty dollars a ton, calculated on a gross tonnage basis. Without going too much into detail, some of the chief items were as follows:

Planking—here costs ranged between ten and twenty dollars a thousand board feet. Total cost of lumber was \$1,177.33.

Masts and spars—"two masts and two Gaff sticks, \$85.00; two top masts \$14.00." Total for all masts and spars, \$125.00.

Hardware—total cost \$401.62, including "nails, screws and locks and bolts of all kinds, \$85.00."

Sails—Total, \$303.80. He does not indicate how many extra this may have included to carry in the locker.

Caulking material—total \$91.53—"eight Bales of Oakum" cost him \$36.00.

Paint, etc.—"J. C. Lockwood's bill for Paints, oil, Glass and putty, \$85.75."

Other expenses including hauling, instruments, galley gear, etc.—\$525.42.

Labor—total cost \$1814.81, including his own salary as highest paid worker on the payroll. This last item is broken down as follows:

<i>Name</i>	<i>Days Worked</i>	<i>Earned</i>	<i>Advanced</i>	<i>Due in cash</i>
H. Kelley	116½ days @ \$3.00	\$346.75	\$	\$346.75
William Shoup	90½ " " 1.50	135.47	135.47	.....
D. Gilmore	101 " " 1.60	161.60	3.25	158.35
E. Blair	54½ " " 1.25	68.09	56.18	11.91

CAPTAIN KELLEY'S LABOR COSTS (Continued)

Name	Days Worked	Earned	Advanced	Due in cash
R. Hutchings	84½ days @ \$1.25	\$111.87	\$ 68.59	\$ 43.28
Peter Riley	71¼ " " 1.00	71.25	56.25	15.00
James McCormick	44¾ " " 1.25	55.92	55.30	.62
James Rankin	43¼ " " 1.25	54.06	54.03	.03
Ira B. Gordon	32½ " " 1.25	40.31	36.11	4.20
O. C. Smith	41¼ " " 1.25	51.56	17.56	34.00
M. Styart (Stiert)	80¼ " " 1.25	103.10	100.00	3.10
Wm. Rainney	76¾ " " 1.25	95.94	99.27	— 3.33
Salmon Ruggles	26 " " 1.25	32.50	29.67	2.83
Eli Ruggles	40 " " 1.25	50.00	49.99	.01
James Bangs	79½ " " 1.25	79.37	100.69	—29.32*
Frank Hamilton	10 " " 1.25	12.50	12.12	.38
John Sullivan	33 " " 1.25	41.25	41.25	.....
J. J. Downs	35¾ " " 1.00	35.75	35.75	.....
Henry Bootshand	4¼ " " 1.00	4.25	4.25	.....
John Tappan	26 " " 1.25	32.50	32.50	.....
John Osborn	11 " " 1.25	13.75	13.75	.....
Charles Ingles	18 " " 1.00	18.00	.....	18.00
Oske Ameet	12 " " 1.00	12.00	.....	12.00
Henry Miller	2¼ " " 1.25	2.81	.....	2.81
James Nelson	Blacksmith			115.00
Joseph Keller	Painter (contract)			30.00
Charles Shoup	8 days @ \$1.00	8.00	.....	8.00
Frank Shoup	2 " " .75	1.50	.....	1.50
Meeker	For Hawling (sic)			10.84

The listing of wages for the building of the *Day Spring* reveals at least one interesting fact. Ship carpenters at the Milan shipyards, and doubtless elsewhere, were not paid their wages by the week, fortnight, or month. They drew against their wages from time to time, but a final settlement was not made until the ship was launched.

William Shoup (Shupe) and D. Gilmore were master builders and in charge of the two gangs which worked on the starboard and the port.

* Note: Such are Kelley's figures.

D. Gilmore also worked in the loft (rigs the vessel) which may account for the fact that he commanded a slightly higher wage. William Rainney (Kelley also spells this Renner, but the correct name was Raynor) was also a master builder who had been brought to Milan by Val Fries. Why he worked on the *Day Spring* for ship carpenter's wages is not known, unless it could be that no other ships were built at Milan that year and he had taken any job available.

Further study of Captain Kelley's account book shows that very little of the amounts advanced to his crews was in actual cash. Most of it was in the form of bills of credit drawn upon J. C. Lockwood, who redeemed them in groceries and other items from his store. For years J. C. acted as banker for Milan enterprises. A bank was not established in the village until about 1850 when Ebenezer Andrews opened one, first at his home, then later in his building on the north side of the Public Square (the present Wonder Bar). He later, about 1860, went to Chicago and opened a bank there. Some businessmen did their banking at Norwalk, many of them with John Gardner's bank in that city.

If one wishes to peek into the sociological aspects of the lives of Milan shipyard workers, Captain Kelley's account book also provides an accommodating key-hole. We shall first dissect the private life of E. Blair. Captain Kelley's account book relentlessly reveals the following advances:

(To Blair)

Jan. 23rd (1860)	to order on J. C. Lockwood	\$ 7.80
Jan. 23rd	to one sack of flour of H. Kelley	3.13
Jan. 29th	to order on J. C. Lockwood	4.06
Feb. 6th	to order on J. C. Lockwood	6.50
Feb. 13th	1 sack of flour of H. Kelley	3.25
Feb. 13th	to order on J. C. Lockwood	2.37
March 5th	to order on J. C. Lockwood	14.37
March 5th	1 sack of flour	3.25
April 16th	to order on J. C. Lockwood	8.12
April 26th	1 sack of flour	3.25
Total		\$56.18

This man, E. Blair, began work for Kelley on January 9th, and terminated his employment on April 26th of the year 1860. Out of approxi-

mately one hundred working days, he actually put in, because of weather or other causes, fifty-four and one-half days. At \$1.25 per day as a ship carpenter, he has coming \$68.09. Deducting his advances of \$56.18, Kelley will pay him \$11.91 on final settlement when the boat is completed. Blair's advances represent approximately his living costs. Therefore, \$11.91 represents his net income for more than three months of skilled labor.

But he is not as badly off as James McCormick, who worked at the same wage on the same vessel. McCormick was able to work only 44 days in the same period and earned \$55.92. His living expenses were nearly those of Blair, namely \$55.30; so that at the end of three and a half months he has due him exactly sixty-two cents in actual cash.

Peter Riley was able to work $71\frac{1}{2}$ days and at his dollar a day as helper he has earned \$71.25 on the *Day Spring*. His living, as represented by his advance, was \$55.25; thus Riley has the munificent sum of \$14.00 coming to him upon the completion of the ship, or, to put it another way, his net at the end of about fifteen weeks of 12-hour work days is \$14.00 — not quite a dollar a week.

The examples cited above are average for workingmen, as Captain Kelley's account book indicates. However, these figures must not be judged by modern yardsticks. Nearly every worker at the Milan shipyards had his home, or rented one at from three to five dollars per month. All these homes had garden plots. Each family had a cow — the children drove it to and from pasture each day — and pasturage, as a usual thing, cost nothing. Vacant property was plenty and the owner was often glad to have animals pastured to keep the grass and weeds down. Pigs were kept, also. They were a common sight on village streets, as is indicated by local ordinances. Everyone had chickens. Thus a family practically raised their basic living in their own backyard.

A means of conveyance was beyond the reach of the average; although some might have a horse and light wagon or a cart. However, a greater percentage of the workers walked, some of them coming as much as four miles to their daily work.

The lake captains were a cut or two above ship carpenters. They smoked "seegars" that cost all of five cents. Captain Kelley's log on the

schooner *Mary* for 1848 reveals that as captain he received sixty dollars a month. His mate got forty-eight. Other hands received from seventeen to thirty dollars a month, according to their rating, while the cook got twenty-five.

The earliest captains to make their homes at Milan were George Kline, Henry Kelley, James and George Wood, Alfred Minuse and John Jennings. Jennings was born in the old "salt box" type cottage, diagonally across the street from Thomas A. Edison. Although about twelve years older than Edison, Jennings was, nevertheless, well remembered by the inventor. He sailed the lakes throughout his life, a captain during the sailing days and a first mate with the advent of steam. (Captain Martin Elnen notes in his "*List of Merchant Vessels of the United States—1887*" that "Jack" Jennings sailed under him as mate on the *Atmosphere* that year.)

Alfred Minuse was the chief owner in the ill-fated *Kate Norton*. He had been a lake captain in the 1840's and '50's; then he turned his attention to ship building. He had the *Kate Norton* built in the Milan shipyards in the spring of 1863, launching her May 5th (Records of toll charges for the old Milan Canal company confirm this date as well as other data given here). George Wood had the bridge of the *Kate* when she left Milan for Huron, where some days were spent in fitting her. She went down the Milan Canal empty except for nominal ballast. The legend is that she left Huron harbor on a Friday, struck a storm a few hours out of that port, and went down with all hands. Newspaper accounts contradict this legend somewhat and are themselves contradictory. The *Cleveland Leader*, November 9th, 1863, says the *Kate Norton* sank October 1st, 1863, off Long Point, and that the mate, James Ransom Felton, of Cleveland, was lost. The *Cleveland Plain Dealer*, November 7th, 1863, quoting the *Buffalo Commercial*, says that the *Kate Norton* was lost with all hands on Lake Erie. However, Mansfield's *History of the Great Lakes* says eight lives were lost.

Henry Kelley became a well-to-do ship owner, as well as the owner of considerable property in and around Milan. He died at Milan.

George M. Kline died of a heart attack on the bridge of the schooner *Andrews* on Lake Michigan, April 23, 1863, aged 49 years. He is buried

in the Milan cemetery. Of the two Wood brothers, James and George, little is known.

Around in the 1850's the names of M. P. Bassett, John Pomeroy, Charles Peterson, Charles Edridge, Captain Hicks (first name may have been William), Hugh Morrison and Alfred Cummings appear on the manifests as master. Then in the 1860's are Captain Dean, Enos Cummins (he went down on the *Fannie L. Jones* just outside the Cleveland breakwater August 12, 1890), Captain Anderson, Hugh Hastings, John Coulter and George Lohr. All the above lake captains lived at Milan and most of them are buried in the Milan cemetery.

In addition, one might mention Thomas and Enos Edison, brothers of Samuel and uncles of Thomas A. Edison. They owned a small schooner, the *Digby*, in which they transported shingle bolts from Canada, from which Samuel Edison made shingles. They are mentioned as defendants in a law suit about 1846. William Edison, one of their sons, was also a lake captain who lived for a time at Milan. Captain Alva Bradley, although not a resident of Milan, was a frequent visitor and a friend of the Edisons. He was a ship builder at Vermilion, Ohio, where his first vessel, *South America*, was built in 1841. He later went to Cleveland, where he was prominently identified with shipping and industry, as are his descendants still living there.

The last of the Milan lake captains was Martin Elnen. He was drowned off the Cleveland breakwater when a sudden storm sank the *Algeria* at about 4:00 A. M. the morning of May 9th, 1906. Elnen had survived the sinking of the *Dundee* six years earlier (September 12, 1900) which went down just east of the Dummy light on Point Pelee. Mrs. Catherine Hoffman, stewardess of the *Dundee* and a Milan woman, went down at this time.

But the Milan town hall clock is striking the hour of 4:00 A. M. The Druid moon has righted itself. Its mysterious power is gone. The shadowy outlines of old Milan fade. They are sinking again into the limbo of the past. The sky is growing lighter in the east. Damp from the dew and creaking in the joints we hobble home. And so to bed —.



Vacation Voyages on Inland Seas

By PAUL T. HURT, JR.



FOR ONE TO WHOM the Great Lakes and the vessels that ply their waters have always held the thrill and romance of adventure the 1950 season has portended forewarnings of an American tradition threatened by ever-changing patterns of invention and economy. Where once the proud passenger liners of a score or more companies sailed the vastness of our inland seas, there is today but a mere handful of these companies still engaged in passenger transportation whose ships can offer the American voyager a cruise on our freshwater seas. Should this downward trend of Great Lakes passenger service continue, it would not be many more years until the passenger vessel has gone the way of the whaleback, the sailing schooner and other types of craft that at one time were so typical of Great Lakes shipping.

One need only to examine the history of the Great Lakes passenger trade over the past three decades to realize that one by one, the palatial steamships built at the peak of a golden era are disappearing from the inland seas; and one by one, the companies that ran these ships have succumbed to the pressure of economic tides that made the continuance of their operation impossible. For example, witness the departure of the Cleveland & Buffalo Transit Company from the scene, well described in A. T. Zillmer's *History of the Cleveland & Buffalo Transit Company*.¹ Other companies, confronted with much the same or similar problems, have also disappeared. Great Lakes Transit Corporation, which ran the fine steamships *Tionesta*, *Juniata* and *Octorara*, acquired from the old Anchor Line, gave up its passenger service after the 1936 season. Michigan Transit Corporation, which offered express service to northern Michigan ports paced by the gallant *Manitou* and the smaller *Puritan*,

1. INLAND SEAS, April, 1946-October, 1946.

sold out in 1932. Goodrich Transit Company, one of the oldest names in Great Lakes shipping and a leader in the Lake Michigan trade whose vessels were advertised in 1927 as "twelve in number --- the finest and handsomest that ply the waters of the Great Lakes ---", gave up in 1932. Most recently, the tragic burning of the *Noronic* at Toronto in September, 1949, which followed by just five years a similar disaster to the *Hamonic* at Point Edward, Ontario, plus the withdrawal of the older *Huronic* from service, has brought about the disappearance of the Northern Navigation Division ships of Canada Steamship Lines from the upper lakes passenger trade.

Today, the choices remaining to the hopeful voyager are few. Only the sleek, white, oil-burning sister ships *North American* and *South American* of the Chicago, Duluth & Georgian Bay Transit Company, the Clyde-built twin ships *Assiniboia* and *Keewatin* of the Canadian-Pacific Railway and the *Norgoma* of the Owen Sound Transportation Company, still offer more than just an overnight trip or daytime excursion between ports. The Detroit & Cleveland Navigation Company holds out no prospect of offering lake passenger service in 1951. What a far cry this is from the hey-day of Great Lakes cruising when many lines in keen competition offered many voyages in scores of palatial liners from Chicago to Duluth to Buffalo, anything from two to ten days in duration!

My recollections of the passenger ships sailing the Great Lakes begin in the early 1920's. As a youngster, the family's annual trip to Bay View or Harbor Springs, Michigan, was always eagerly anticipated, for it meant going by boat. In those days driving to northern Michigan was almost impossible and even a trip from Indianapolis to Chicago was an ordeal. Often, my father would leave the night before, driving his automobile to Chicago, while the rest of us caught a train the following morning. When we arrived in the "Windy City," which to my boyish mind was comprised of Michigan Avenue, Grant Park, the Municipal Pier and the broad blue expanse of Lake Michigan, we would meet my father at the pier where the car was already aboard the *S. S. Manitou*.

That overnight trip on the Michigan Transit Corporation's fine steamer, as well as our return in September via the same route, was always the high-light of the summer for me. I can still remember the nightly dis-

position of our family while aboard the *Manitou*. We always traveled in a parlor with a double bed. Came nightfall, papa and mamma, of course were in the bed. Baby sister was stowed away in a little trundle bed which disappeared in the daytime beneath the big bed, while me, I was parked across the foot of the double bed on top of the feet of papa and mamma. During our stay at Forest Beach Inn, in those years, I can also remember so well the thrill of seeing the *Manitou* come around Harbor Point while I was playing in the sand, and then running to my dad, pleading for a quick drive down to the dock at Harbor Springs to watch "my" ship tie up. Of course, we usually went, and for the half-hour that the *Manitou* lay there a most excited youngster was tremendously busy memorizing every detail, even down to the rivets, of the old vessel. The *Puritan*, too, was a frequent caller in Little Traverse Bay, as was the *Missouri*, since the company at that time was running almost daily sailings from Chicago to northern Michigan.

For several seasons these ships of the Michigan Transit Corporation were the extent of my knowledge about the vessels of the Great Lakes. But in 1927 my horizon expanded. I suddenly discovered that the local banks and travel agencies seasonally offered to the public colorful and alluring folders of cruises on the Great Lakes, on steamships that heretofore I had not known to be in existence. Avidly, I collected handfuls of each and every one of these folders, and eagerly devoured each and every paragraph, losing myself in day-dreams of the time to come when I might see and travel on these magnificent liners in person. Thus was begun the practise of collecting the available Great Lakes steamship literature each season, comparing it with the previously issued folder for any changes in format, or deviation in the voyages of the vessels, and then filing away a copy of each company for permanent safe-keeping. Such a custom has given me today a collection of the advertising literature of Great Lakes steamship companies that has often proved to be invaluable in the construction of ship models, or the tracing of the history of the passenger trade on the lakes in the more recent years not fully covered in historical works. My collection is complete from 1927 to date, though it is somewhat disappointing to me now that I did not discover this wonderful source of information about the lake ships at an earlier age.

In 1927, also, I became acquainted with some of the twelve ships of the Goodrich Transit fleet. And, for the first time, I saw the Great White Liner, *South American*, of the Chicago, Duluth & Georgian Bay Transit Company. To a boy of twelve, the gleaming elegance of the *South American* was overwhelming, and so after a winter of much begging, plans were made to cruise on this Georgian Bay Liner from Chicago to Cleveland in the summer of 1928. That wonderful voyage is well remembered, for it was the first one to be recorded photographically. I had finally acquired a small camera, and though my youthful attempts were certainly crude when compared to acceptable standards, yet many interesting snapshots did result, and even today they do a remarkable job of faithfully portraying cruise life as it was in 1928. That cruise also brought about many more firsts in the life of a young Great Lakes rover. The first visit to Mackinac Island was made, complete with carriage ride and a tour of the old fort. And a wonderful collection of postcards was begun by hunting through each and every souvenir shop on the island — cards that are today irreplaceable, showing many of the old steamers that in the golden era called at this "Bermuda of the North." Two cards in particular were most puzzling to me for some time, until later years confirmed their reality. These were pictures of the famous *North Land* and *North West* in full color, ships that had reached the heights of luxury, yet disappeared from the lakes long before my time. Often I have wished that I might have seen or known these gigantic liners that in splendor and magnificence have surpassed anything afloat in their time, or since.

Georgian Bay was another first, with the quaint port of Parry Sound at the end of a winding channel through the Thirty Thousand Islands. Here, too, in Georgian Bay my first storm was encountered as the *South American* sailed westward toward Lake Huron in the evening. The rolling of the ship was great fun — for a while — then suddenly a very sea-sick little boy was put to bed by his also sea-sick parents! As that cruise continued on toward Detroit and Cleveland more and more vistas of adventure appeared — the trip down the busy St. Clair river with its endless parade of freighters, Detroit, with its skyscraper skyline, and finally, Lake Erie and Cleveland where this grand cruise had to come to an end.

The summer of 1929 was a meager one from the standpoint of a boy who previously had sailed for four days on the *South American*. No long cruise was taken, but on a week-end trip to Chicago, one Saturday was spent aboard the steamer *City of Holland* of the Goodrich Transit Company on the daily excursion to Michigan City, Indiana, and return. I remember quite well sitting up in the bow of the old side-wheeler as she steamed out of the Chicago river, and seeing my beloved *South American* docked at Municipal Pier across the water. That day, too, was a particularly rough one on Lake Michigan, and though the sun was shining brightly, the *City of Holland* pitched and rolled all the way to Michigan City and all the way back. A very sea-sick family was much relieved to see the illuminated whiteness of the Wrigley building late that evening when the steamer got back in the protected calm of the Chicago river.

In 1930 a return was made to an old, but not forgotten friend. We boarded the S. S. *Manitou* in Chicago for the Labor Day cruise to Harbor Springs, Mackinac Island and Sault Ste. Marie. The quiet restfulness and charm of this fine steamer were still the same, and the many pictures taken aboard the *Manitou* were unknowingly well timed, for who would have guessed that only three years hence, that grand old ship would sail on her last trip, not as the *Manitou* that thousands knew so well, but as the *Isle Royale*, painted white, and under the management of a company that collapsed when its steamer *George M. Cox*, which was the old *Puritan*, went down off Rock of Ages in Lake Superior on her maiden voyage under the *Isle Royale* colors.

That *Manitou* cruise also introduced me to the splendid S. S. *Octorara* of the Great Lakes Transit Corporation, for the *Manitou* passed the *Octorara* in Lake Huron while enroute from Mackinac Island to the St. Mary's river. We had a stop-over of several hours at the Soo which provided ample time for me to inspect the Soo locks for the first time and watch several huge freighters lock through. In the evening, as dusk was falling, and the *Manitou* was about to sail from Sault Ste. Marie, the familiar chime whistle of the Georgian Bay Line was suddenly heard, and there came the elegant *South American*, lights aglow, arriving at the Soo on her Labor Day cruise. We left the *Manitou* at Harbor Springs on that cruise, a heart-rending experience, for each of us in his own way had enjoyed the cruise to the utmost — down to my mother who loved

the bacon and fried mush served for breakfast in the *Manitou*'s dining room. But the snapshots still serve to bring back vivid memories of a lake ship that is no more. Eight years later, while cruising on the *North American* of the Georgian Bay Line to Sturgeon Bay, Wisconsin, a familiar shape was seen in the ship yards of Sturgeon Bay. Closer inspection revealed the graying hulk to be the old *Manitou*, stripped of her finery, and scrapped down to her main deck, a desolate, forlorn hull with rusting anchor chains, and a fading name, *Isle Royale*, under her stern.

Following the last *Manitou* cruise came the 1931 season and a trip from Detroit to Buffalo and return aboard the S. S. *Tionesta* of the Great Lakes Transit Corporation. By this time, I had taken over the planning of the family's vacation, and memories of the *Octorara* sliding by in Lake Huron the previous summer had convinced me that I must travel on a G. L. T. C. ship. So, off to Buffalo. These were the years following the spectacular market crash of 1929 and the ensuing depression, and the huge *Tionesta* sailed almost empty on that trip. At Buffalo, I saw for the first time the D. & C. steamer *Greater Buffalo*, largest passenger vessel on the Great Lakes, and also had a splendid opportunity to inspect this gigantic ship, as we were in port for the entire day. She was huge, and beautifully furnished, none-the-less, my preference remained with the sleek, ocean-going appearance of the screw steamers, and though I have since traveled on several of the big side-wheelers enjoyably enough, that preference still remains.

The seasons of 1932 and 1933 brought about a most unusual change in the manner of my pleasure cruising on inland seas. At that time I was spending my summers as a midshipman at the Summer Naval School of Culver Military Academy, and, as a part of the curriculum, Culver had arranged to take the entire Naval Corps on a training cruise aboard the U. S. S. *Wilmette*, a Naval Reserve training ship based at Chicago. Many were the rumors that flew in the barracks at Culver when we discovered that the *Wilmette* was none other than the ill-fated *Eastland* which had turned over in the Chicago river in 1916 with devastating loss of life. But as the *Wilmette*, she turned out to be a very trim Naval craft, and in 1932 we set sail for Mackinac Island and the Soo. Missing was the luxury and comfort of the cruising passenger liner. Aboard the *Wilmette*

we stood our watch, scrubbed the decks, painted the bulkheads, polished the brass and hauled the Admiral's flag up to the yard-arm in honor of Admiral Hugh Rodman, U. S. Navy, Retired, who, as Director of the Culver Naval School, was sailing with us. Also aboard was Count Felix Von Luckner, the famous German U-Boat Commander of World War I, who kept us well entertained with stories of his North Sea raids and adventures in running the British blockade. To the landlubber, life aboard the *Wilmette* was anything but easy. Instead of comfortable beds or berths, sleeping was done in Navy hammocks. Mine was usually slung by the galley hampers because it made a midnight raiding of the ice-boxes very simple and profitable. A few passenger vessels were sighted on this cruise. Off the Manitou islands we passed the S. S. *South American*, bound for Chicago. Up in the St. Mary's river bound for the Soo, we met the S. S. *Juniata* coming down, and the Culver Navy steamed by the big *Juniata* with shirts and shorts a flying from the mastheads — it was "wash day" for us sailors!

It was on this cruise that I got my first glimpse of the S. S. *North American*, sister ship of the *South American*. As dawn was breaking, our last morning out enroute to Chicago, the *Wilmette* was riding the white caps of Lake Michigan destroyer fashion when suddenly out of the mist astern came the Great White Liner *North American*, also Chicago bound. There she stood, fifty yards away for a moment, riding high, her gleaming white prow cutting the waves into a fine spray as she steamed majestically past, her wake tossing the smaller *Wilmette* around like a tin can in a whirlpool.

In 1933 the U. S. S. *Wilmette* took the Culver Navy from Chicago to Muskegon and back. Not so long a cruise as the year before, but rough! 'Nary a deck got swabbed, nor a brass rail polished. The Culver Navy spent both the going and the coming at the rail, feeding the fishes!

1934 saw the beginning of a new era in my Great Lakes voyages. Having become of college age, I finally entered into that more adult stage of lake cruising, and now that my Culver days were behind me, bigger and better lake cruises were planned. That year I returned to the Georgian Bay Line with a cruise to Parry Sound from Chicago, going up on the *North American* and returning on the *South American*. That season the Chicago World's Fair was enjoying its second year of prosperity.

The Great Lakes Transit Corporation had changed its schedules and the *Tionesta* and *Juniata* were sailing to Chicago, while the *Octorara* remained on the Duluth run. The Chicago, Duluth & Georgian Bay Transit Company ships appeared with their funnels cut down, streamlined and raked back, and with a brilliant red stripe added to the buff and black. It was a wonderful cruise to Parry Sound; a Social Hostess and Cruise Director planned entertainment that kept the passengers in a hilarious mood. Port departures acquired an air of gaiety with the ship's orchestra playing rollicking tunes on deck at sailing time, and confetti streamers blanketing the ship in rainbow hues. At Mackinac Island we tied up at the dock with the S. S. *Alabama*, former flagship of the Goodrich fleet, which was sailing that season out of Chicago to Isle Royale for Journeys, Inc. The *Alabama* in her new dress of white looked far different from the black hulled, white topped ship with the red and black funnel that had been built for Goodrich. But Goodrich was no more, though along with the *Alabama* other famous Goodrich vessels were now sailing under new management. Also, 1934 was the year that the companies began to advertise "romance on the lakes." The steamship folders of that season blossomed out with an ultra-sophisticated style of journalism, painting alluring pictures of "lazy days at sea * * * chic floating night clubs after dark * * * moonlight and stars aglow on a breeze-swept patio deck * * *." Who was I to ignore the lure? By the time the *North American* had reached Parry Sound, this "sophisticated" college lad had succumbed to the charms of the pretty nurse aboard the ship. It was with great reluctance that the transfer to the *South American* was made at Parry Sound for the voyage back to Chicago.

(To be continued)



The Great Lakes, 1850-1861

By ANDREW T. BROWN

PART IV



THE MINERAL PRODUCT regarded at the time as most important to the Northwest was copper. The first copper mine had been discovered in 1844. Four years later, one John Hays built a blast furnace in Pittsburgh to smelt the ore. From 1846 to 1856, this mine paid out almost four million dollars on an original assessment of \$108,000! Another company had begun by selling its shares for \$18.50. By 1853, this company had paid out \$77.00 per share in dividends, and the next year its stock sold on the Boston market for \$175!

The diary of one ship captain during this period reveals the profits of copper for carriers. He paid \$1,000 to have his ship hauled over the St. Mary's portage in 1853, and began carrying mining supplies to Ontonagon, Michigan, where he picked up copper and carried it back. For each of three seasons, this operation netted \$15,000 apiece for its three owners.¹ Copper shipments on the lakes grew from 640 tons, worth a quarter of a million dollars in 1850, to 8,614 tons, worth two-and-a-half million in ten years. The 23 mining companies in Michigan at the beginning of the decade had swelled to 44 at its end.

Most of the observers of that time were wrong, however, in that they did not prophesy the greatest single development on the lakes which looked back to their period for its beginning. The discovery and exploitation of Lake Superior iron ore has materially affected the history of the world. Deposits had been noticed by a party of French explorers in 1780, by the geologist Douglas Houghton in 1820, and by another American exploring party in 1844. None of these parties thought the iron they noticed worth any special mention. Nevertheless, iron was

1. J. K. Jamison, "Captain John G. Parker on Lake Superior" *Michigan Historical Magazine*, vol. xxiii, 1931, pp. 250-259.

mined in the region in 1845 by a group of men organized as the Jackson Mining Company. In 1849, a second company began operations, and sold out a few years later to the Cleveland Iron Mining Company — now the Cleveland Cliffs Corporation.

By 1851, the iron companies were prosperous enough to look for someone to build a railroad from the mines to the dock, in Marquette, Michigan. They had to be satisfied for a time with a plank road, over which mule teams pulled loads of iron. Thirty-five tons a day was considered a good haul. The railroad was not built until 1857, and then with government aid in the form of a land grant. The railroad boosted the daily hauling capacity to twelve hundred tons.

The growing importance of iron moved the Michigan Legislature to pass a law authorizing the incorporation of mining companies in the state in 1853. Prior to that time, all companies had to be chartered somewhere else. At about the same time, Lake Superior iron was first extensively tested in some Pennsylvania furnaces; the tests proved highly successful, and Lake Superior's future grew a few shades rosier.

The figures show the importance of the St. Mary's canal to the iron industry, but none are reliable before 1855. The first iron to be shipped on the lakes consisted of ten tons, in 1849. It is said that in all the years previous to 1855, 76,000 tons of ore had been shipped, but at least one careful student thinks this is much too high. He lists the total shipment of ore after the canal was opened, showing that it increased from 1,500 tons in 1855, to 114,401 tons in 1861. By 1873, shipments from the Marquette range alone totalled well over a million tons.²

To one who has seen the efficient machinery for loading and unloading iron ore today, the methods of a century ago seem indeed primitive. The ore was picked up by hand off the ground, and loaded into mule trains. At the dock it was put in wheel-barrows and taken on board ship. The laborers made about twenty-five cents an hour for this work. A stage was built half-way down in the hold, for the unloading process, which was even more awkward. When the ship reached its destination, the ore was first shovelled from the bottom of the hold onto the stage. Next, it went from the stage onto the deck, and finally from deck to

2. Carl Zapffe in *Lake Superior Iron Ores*, Cleveland, 1938, p. 123.

dock! In this way, it took a week to unload three hundred tons of iron ore. As early as 1856, G. B. Russell of Detroit launched a ship with special facilities for loading and unloading bulk freight, but it burned to the water's edge before it could be tried. As the decade drew to a close, the Cleveland Company built a trestle on its dock, and commenced the pocket system of loading.

The first ship designed specifically for the iron trade had been a propeller, the *Manhattan*, and was carried over the portage into Lake Superior in 1850. Sailing ships, however, carried most of the iron during the fifties. Schooners were more popular than square-rigged ships for this purpose, even though they usually had less capacity. Their rigging was more easily stowed away, which was a matter of importance when the iron was loaded by men walking on board with wheel-barrows.

In such wise did the heaviest of American heavy industries begin to move. In 1859, Charles Whittlesey, one of the Cleveland Iron Mining Company's agents, reported from Marquette to his chief in Cleveland, "In regard to the supply of workable ore to be relied upon hereafter the statements already made show that if the whole is a merchantable article, it is literally exhaustless."³ He was one of the very few who saw what the territory meant to the nation.

When lake freighters could still go through the Welland and existing St. Lawrence canals, there was much talk of direct trade with Europe, just as there is today. The first voyage of this nature had been that of the *New Brunswick* from Chicago, in 1847; it carried a cargo of wheat to Liverpool, England, and sold it. In 1856, the *Dean Richmond* completed the trip from Cleveland to Liverpool. A man who had accompanied it, wrote for Freeman Hunt that direct foreign trade was very practicable. The best lake ships, he said, could be fitted out for ocean travel for no more than \$800, for an extra boat, extra rigging, etc. Furthermore, it was profitable, especially if the ship left the lakes in October, and was thereby enabled to keep operating all winter long.⁴ In one year, fifteen vessels cleared for Europe (1858); cargoes were

3. Charles Whittlesey, *Report to Secretary*, 1859; ms. in possession of the Western Reserve Historical Society, Cleveland.

4. Hunt's *Merchants' Magazine*, vol. xxxvi, April, 1857, pp. 437-440.

mostly lumber and staves, with one ship carrying corn, another wheat. Cleveland led in this trade, having by 1859 a fleet of ten ships regularly engaged in it.⁵

Not all the ships which left for Europe did so merely to increase already high profits, however. The depression of 1857 laid up many vessels. Many more went to Europe and stayed there; some were sold to European firms. In 1857 twenty vessels left the lakes for want of carrying business. The New York Central railroad was able to pick up two almost new propellers for \$50,000 each; they had cost \$100,000 each to build.⁶

By 1860 the depression was over. The price of wheat rose; ships which had been built in the spring of 1860 in many cases paid for themselves that season. There would be another depression in 1861, but it would be short. From now on, the lake trade boomed, and with it the volume of American industry and commerce in general.

LOG-ROLLING FOR THE LAKES

The struggles in Congress for federal aid to projects in the lake region were fought out within the wider struggle for and against the idea of internal improvements at government expense. When the fifties closed, the result was still ambiguous, but the observant eye could discern a trend toward paternalism. Fillmore, of course, supported internal improvements as a good Whig should. Pierce and Buchanan, harking back to Jacksonian principles, did not. Within the Democratic party, however, divergent paths were taken. Northwestern Democrats did not generally oppose government aid for their constituents, and they were taunted by their Southern colleagues. Stephen Douglas of Illinois and Jefferson Davis of Mississippi, for example, engaged in several sharp exchanges over the issue of harbor improvements.

On one or two measures, there was little opposition. In 1852, Congress created the United States Lighthouse Board, which was responsible for maintaining existing navigation lights and for recommending new

5. *Ibid.*, vol. xl, March, 1859, p. 302.

6. *Ibid.*, vol. xliv, Jan. 1861, p. 97.

ones when necessary. The next year, Congress appropriated \$42,000 to establish life-saving stations on the lakes.⁷

Lake men also triumphantly inserted free St. Lawrence navigation into the Reciprocity Treaty of 1854 with Canada. As early as 1850, the legislatures of Michigan and Wisconsin had petitioned Congress to get this free navigation. In the course of that session, the navigation provision was put into the projected treaty, and supported by Douglas, David Seymour of New York, both Democrats, and Seward, a Whig. As no action was taken on the treaty, however, Canadians became restive, and threatened to close the St. Lawrence entirely to Americans. Although this did not in itself materially speed passage, the treaty passed in 1854, and Pierce proclaimed it effective in December, 1855.

River and harbor improvement was a thornier question. Approval of the principle was in the platforms of both Whig and Free Soil parties of 1852, and in the Republican party platforms in 1856 and 1860. Opposition to the principle of improvements, however, was not the only obstacle such bills had to meet. They were literally crowded off the stage in some sessions by more ominous debates. The Cleveland *Daily True Democrat*, for example, exonerated Joshua Giddings after the failure of the Rivers and Harbors Bill of 1850, remarking that discussion of the Compromise provisions had kept many other issues on the sidelines.⁸

The next year again, the Senate literally talked the bill to death; it got shuffled out in the last minute rush of legislation. During its discussion in the House, an interesting split showed itself in the Democratic ranks. Chairman McLane of the Commerce Committee, who introduced the bill, was himself a Democrat. His colleague from Maryland, also a Democrat, spoke in favor of the bill, saying that Polk's vetoes had resulted in "drawing the people of the West from their adhesion to the then administration." Log-rolling delayed action on the bill; representatives added or tried to increase amendments providing something for their particular sections. It is difficult to imagine a worse sort of bill

7. Ivan H. Walton, "Developments on the Great Lakes," *Michigan History Magazine*, vol. vii, p. 122.

8. *Daily True Democrat*, Nov. 5, 1850.

to introduce in Congress than one which sets up many separate appropriations, each for a different locality.

The next session passed a bill for river and harbor improvement, but the Northwest was far from being satisfied with this. Of the \$17,000,000 granted by Congress since 1789 for that purpose, a little over one-eighth only had gone to points on the Great Lakes. James Barton's pamphlet of two years earlier had not lost its force:

But a few years time is required to change the representation in Congress . . . Should the West, then, pursue the same illiberal course the Atlantic States are now acting toward them, a less share of appropriations may fall to the Atlantic Coast than they would desire.⁹

The case of Milwaukee's harbor seems to be fairly typical, in its relation to federal aid for construction. By the time of its completion, in 1857, the government had granted it \$84,000, and the city had raised \$446,000.

It is hard to say how much of the opposition to these improvements was sectional, and how much was sincere distrust of monopoly. The two can go together, of course. At any rate, Jefferson Davis made a clear statement of it when he said, in opposition to the Bill of 1851: ". . . what defense is to be set up for that appropriation? What, I ask, but the fact that there is a large commercial interest which goes out of and comes into Chicago?"¹⁰ Pierce and Buchanan echoed similar feeling in their vetoes of harbor improvements.

9. *Commerce of the Lakes*, Buffalo, 1851, pp. 25-26.

10. *Jefferson Davis, Constitutional, Writings, Speeches & Papers*, D. Rowland, ed., Jackson, 1929, vol. ii, p. 49.

(To be continued)



PERRY'S VICTORY and International Peace Memorial, South Bass Island, Lake Erie.
Official photograph, U. S. Coast Guard. (See page 117.)



THE *Manitoba* in Georgian Bay, 1937.



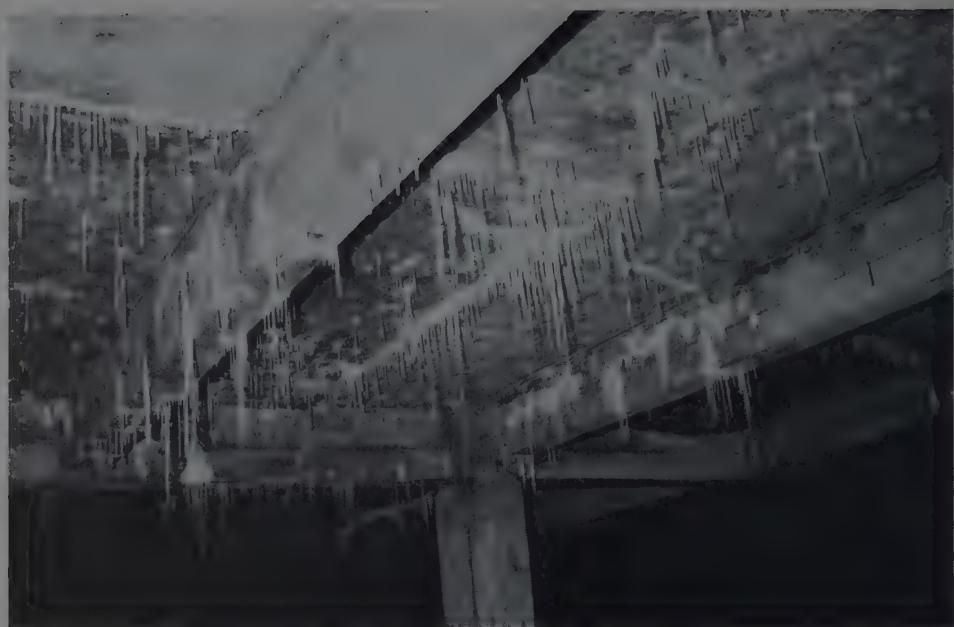
THE *Alabama* at Mackinac Island, Michigan, 1941. Photographs by Paul T. Hurt, Jr.
(See page 98.)



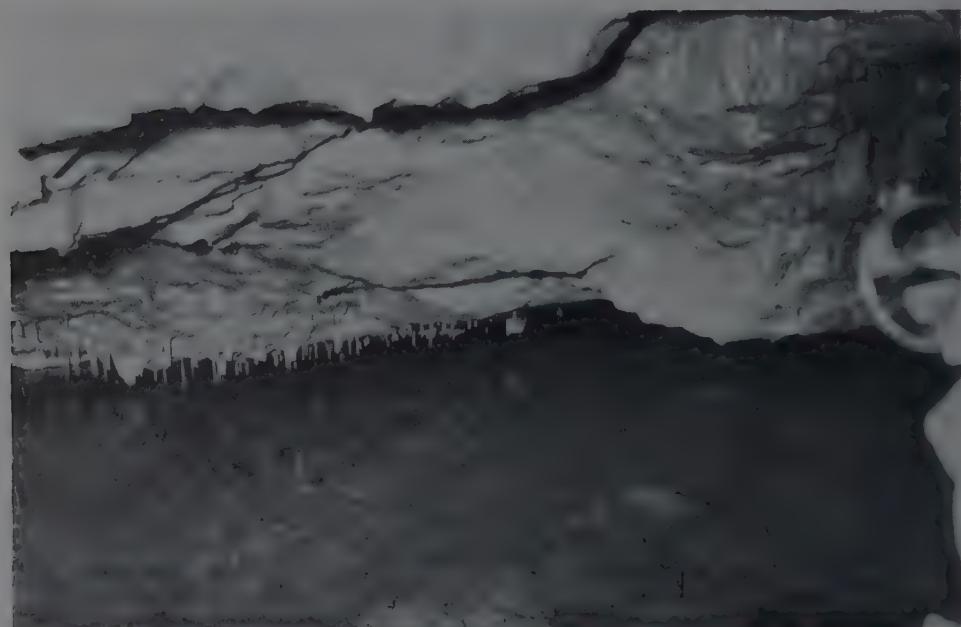
THE *Frank E. Kirby*. Photograph by Louis Baus. (See page 119.)



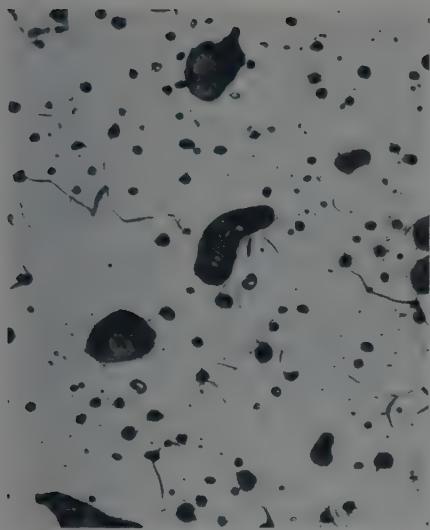
THE *Hiawatha*. Photograph from the Eugene Herman Memorial Collection, *Great Lakes News*. (See page 118.)



STALACTITES in cellar of Perry Memorial at Put-In-Bay, Ohio. (See page 117.)



SMITH'S CAVE on South Bass Island. Photographs by T. H. Langlois. (See page 116.)



PHOTOMICROGRAPHS showing siliceous fibres in wrought iron anchor chain.
(See page 139.)



SECTION OF ANCIENT ANCHOR CHAIN, hand forged, probably from the *Summers* or the *Ohio*, American ships sunk by the British in the War of 1812. Photograph by courtesy of A. M. Byers Company. (See page 139.)



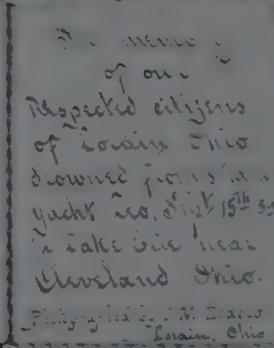
CAPTAIN WILLIAM T. BRIGHT, Master, Jimmy Thompson, Cruise Director and Paul T. Hurt, Jr., with models of the S. S. *North American* and S. S. *South American* built by Mr. Hurt. (See page 91.)



SCHOONER *Drummond* standing out of Erie Harbor, 1902. Photograph by W. S. Foster of Oak Park, Illinois. (See page 140.)



THE *Neptuna* at Milwaukee in 1923. Photograph by George Vargo. (See page 138.)



LORAIN MEN who lost their lives on the *Leo*, September, 1889. Photograph by courtesy of Clifford Tunte. (See page 130.)



The Caves on South Bass Island

By THOMAS H. LANGLOIS



THE GLAMOROUS NAME of Commodore Oliver Hazard Perry has been widely perpetuated on the American side of Lake Erie, and the coincidence of Perry's use of the harbor at Put-in-Bay with the fact that there are caves on South Bass Island has led to suppositions that Perry's forces made use of those caves.

White (1926, p. 82)* cited evidences which he considered sufficient to disprove this supposition, quoting islander John Gangwisch's statement that he had worked at the cave since about 1885, and that he had found, years before, several arrowheads, stone axes, and two stone pipes under a stalagmite. John Gangwisch was born in Germany in 1847, came to the island as a well driller in 1882, and died in 1929, seven years before I moved to the island. I did not know John Gangwisch but I know people who knew him, and his statement to White is reminiscent of other things I have heard about him.

For instance, he is said to have hidden frequently an old shoe in some recess of Perry's Cave, then, when guiding some affluent looking, gullible visitor around the cave, he would find the shoe, and exclaim over the fact that this shoe, "which must have belonged to one of Perry's men," had remained undiscovered until then. He sold some of these "finds" as souvenirs to the visitors. John's son, Henry Gangwisch, told me that his father once had been duped himself, digging extensively where a fortune-teller told him he would find gold.

While I strongly suspect the validity of John Gangwisch's evidence that Perry did not use the caves, the following record of early exploration of this same cave has come recently to my attention, and I think it establishes the fact in reliable manner.

Estwick Evans was a native of New Hampshire, and he took *A pedes-
trious tour of four thousand miles through the western states and ter-*

* Full references are cited at the end of the article.

ritories during the winter and spring of 1818 in the course of which he spent four days at Put-in-Bay. He surveyed the island and described finding and exploring a cave which I think was unquestionably Perry's Cave. From his account, which is repeated here, it is obvious that this cave had not been opened up for use by Perry five years before, and had actually probably not been seen by white men before Evans:

We visited a cave situated about a mile from the bay. — Its front is situated at the end of a considerable rise of land in an oval form. The mouth of the cave was very small; and being covered with sticks and leaves, presented a very uninviting aspect. After removing the obstructions, we took lights, and descending about ten feet perpendicularly, came to a rock, the position of which was that of an inclined plane. This rock is, in its descent, met by the front of the cave, so as to leave an aperture, near the floor of it, of only about three feet in length, and 18 inches in height. This aperture also was covered with leaves. After removing them, we lay flat, and crowded ourselves, one to a time, into an unknown and dismal region. As we advanced the cave, gradually, became higher; and at length we could move in an erect posture. Here we found ourselves in a spacious apartment, constituting about an acre, and surrounded by curious petrifications. Those on the walls were small; but on the floor of the cave they were large; some of them weighing about thirty pounds. The latter are, generally of a pyramidal form. At the distance of about two hundred feet from the mouth of the cave, we came to a precipice, at the foot of which was a body of deep water. Whilst my companion sat upon the brink of the precipice, I descended it, and holding a light in one hand, swam with the other for the purpose of ascertaining the course and boundaries of this subterranean lake.

In this gloomy, yet interesting cavern, we saw no living thing, excepting two bats, which were in a torpid state. Whilst exploring the most distant recesses of the cave, one of our candles was accidentally extinguished. The extinguishment of our other light would, perhaps, have been fatal to us. The darkness of this dreary region is palpable. No ray of nature's light ever visited. Its silence too is full of thought.

South Bass Island was owned by the descendants of Jonathan Edwards from 1807 to 1854, and they maintained a caretaker on South Bass Island from 1818. (Langlois and Langlois). Caretaker Henry Hyde and his family settled on the island in 1818, shortly after the visit of Estwick Evans, but there is no record of the island caves until after the community was well started. The island was sold in 1854 to José de Rivera St. Jurgo, and Rivera leased the land on which Perry's Cave is located in 1869 to the first settler, Philip Vroman. The lease stipulates as follows: "During the period of this lease the second party has the privilege of showing the cave to the public, on condition however that the charge for entering said cave is not to exceed ten cents a person, on all ordinary

occasions." Ten years later in 1879, the lease to Philip Vroman was renewed, and its sixth clause was as follows: "The cave situated on the farm is to be shown to the public and cared for by and at the expense of the party of the second part, the party of the first part receiving in lieu of half the income from said cave, an annual rent of three hundred dollars, payable on or before the 15th of August, of each year. At the end of five years, if no mutual agreement can be made for rent of the cave, then the profits are to be divided, share and share alike."

According to Nichols (1888, p. 9) a Mr. Faber

used to chaperone persons over it — candle in hand, but Mr. Vroman has made this cave easy of access and exploration by providing a staircase and by lighting it with lamps. That gentleman has constructed a neat shed over the mouth of the cavern, which also serves as a stand for the sale of various fossils, stalactites, spar, strontium, crystals, etc., taken therefrom.

Nichols' booklet has a woodcut (p. 9) showing the shed over Parry's Cave. He mentions (p. 10) that

near to this cave, three years ago (1885), a German scientist discovered an immense bed of sulphate of strontium (used for refining sugar) and securing the right of working some twenty-five acres that are underlaid, he returned with about fifty tons of it to the Fatherland, sold his interest to a syndicate and they are expected to eventually develop the entire bed.

Local tradition refers this to the place subsequently developed as the sight-seeing attraction now called "Crystal Cave," and stated by White (p. 84) to have been discovered in 1891 by Gustav Heineman when drilling a well.

The first scientific report on the caves on South Bass Island was that of Kraus (1905), and Kraus's explanation of the origin of the island caves was accepted by Cottingham (1919) but rejected by White (1926). The three scientists agree that first, the caves were not formed by solution of the limestone by percolating ground water; and second, the floors and roofs were at one time in contact and later were separated. Kraus theorized that the roofs were raised, probably by the expansion when anhydrite was hydrated to form gypsum, and that the gypsum was subsequently dissolved out of the lens, leaving the caves. Cottingham accepted this theory and applied it to two caves (Duff's and Victory) which Kraus had not seen. White found that the proof of this theory had not been established, that no gypsum occurs in any of the caves but in a lower member of the rock series, so that former caverns may have existed below the level of the present caves and that the roofs

of these may have collapsed, and the separation of roofs and floors in the present caves may be due to dropping floors.

White (1926) described Perry's, Mammoth, Crystal, Paradise, and Smith's caves on South Bass Island, and mentioned Duff's and Victory caves which Cottingham had described. He stated that the presence of sink holes over the entire island indicates the presence of more caves than were then known, and added that some cave entrances have been closed. White was unable to find Duff's Cave but this one is open and was visited during the fall of 1950 by students at the Stone Institute. The Victory Cave must be closed still, and I have not been able to locate its occluded opening. Other caves known to me are as follows:

Gascoyne Cave. On the north side of the rocky ridge in the woods at Perry's Cave. The opening of this underground room was blocked by poles and debris about 1942 to keep the island children out of it.

Kindt's Cave. The property owned by Mathilda Schmidt, on which White recorded Smith's Cave in the front yard, has been owned by Anthony Kindt since about 1940, and Mr. Kindt informs me that there is a second cave with an opening in his back yard. He has explored this cave, and thinks that it may connect with the cave which White described as Paradise Cave (now sealed shut with concrete).

Two tree Cave. A vertical natural shaft between two trees on the old Catholic Church Road, descends about 25 feet. It has been filled with rubbish, and this rubbish has formed such an accumulation at the bottom that exploration of horizontal openings was not possible on November 18, 1950, when attempted by James L. Verber. I suspect that this cave connects with a cave which opens beside the street in front of the Reibel House, and that this has drainage downgrade towards the sink hole by the old Lundgren Wine Cellar.

White's description of Smith's Cave included mention of several narrow passageways leading farther downward "but these are too small to permit exploration. It is probable that they lead to water, thus furnishing a means of drainage." Kindt opened one of these enough to permit passage down to the lower level where he found water and installed an electric pump for his house. He had removed his pump when Verber and I descended and made photographs on November 18, 1950. The floor of the chamber described by White (p. 85) proved to be the

ceiling of the lower chamber. Stalagmites in formation were seen, and one with a drop-hole surface was photographed. The water stood about two feet deep in a long crescentic pool and we saw a stalagmite on the bottom, under water. The chamber roof sloped gently to the surface of the water, and our spotlight showed sub-surface openings to another chamber at a still lower level. Mr. Kindt informs me that the water level here was away down when the lake level was down about 1940, and that he had entered the lower level chamber at that time. He showed me a sizable stalactite which he had brought out from the lower level chamber.

The time span needed for the formation of stalactites is matter for speculation, so the following observation on the subject may have value. The finest stalactites to be seen at Put-in-Bay are those hanging from the ceiling of the cellar of the International Peace Memorial. Some of these were one foot long on November 1, 1950, and their entire growth must have taken place after the Monument was built in 1913, a period of 37 years. Growth then was at the rate of an inch every three years, or one-third of an inch each year, though the actual rate doubtless varied directly with the rainfall from year to year. Penetration of water through the concrete floor which is above ground level, must be seasonal also, with most solution and precipitation occurring during about half of each year. To have attained the average growth rate indicated above, it is probable that some of these stalactites may have extended downwards as much as an inch in a single good growing season.

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Recollections of the Great Lakes

1874-1944

By LAUCHLEN P. MORRISON

PART X

RIVER STEAMERS

IN THE EARLY DAYS OF SHIPPING through the St. Clair river, roads along the banks existed, if at all, only in the minds of the surveyors. The lack of roads, however, was well taken care of by a number of steamers which made daily trips up and down the river from Port Huron and Sarnia to Detroit and Windsor. The service rendered was excellent and cheap. These steamers were continually changing, the earlier ones going to more profitable jobs or to the junkyards.

Two, both belonging to the same company, passed my home each day up and down. These craft were small, handy propeller type boats. They ran from Sarnia down to the Sydenham river and up this river as far as Dresden, situated some 25 miles inland. Their main cargo consisted of farm produce upbound, and groceries, dry goods and notions downbound. Notions were a line somewhat similar to the five and ten cent store counters of today. These boats did service for several years but the building of the Erie and Huron railway, Sarnia to Rondeau, put a quietus on them. The *Hiawatha* went into the ferry service between Port Huron and Sarnia, but not meeting the requirements of auto traffic was retired while still doing lusty duty. Her companion, the *J. C. Clark*, was older and was relegated to the bone yard when forced off the river run. On the American side, the boats lasted longer and were not forced out until the building of the interurban electric line between Detroit and Port Huron.

The earliest of these ships that I remember was called the *Evening Star*. Although quite slow, she managed to hold a daily schedule, but the trip was not one for a nervous man. She was a big, lumbering side wheeler, so well equipped that you could live aboard her in comparative comfort.

She had ample deck room and was often used for moonlight excursions. Boiler trouble or hull deterioration forced her retirement. She was replaced by another side wheeler of doubtful vintage, named the *Milton D. Ward*, another slow vessel whose paddle wheels could be heard fifteen miles away on a quiet day. She, too, was roomy and well-equipped with cabins, but the tempo was picking up, and to keep apace with the travelling public her efforts had to be assisted by still another antique side-wheeler named the *Darius Cole*. The *Cole* was also noisy, large and clumsy, but she had a sonorous name and a sonorous whistle and therefore got due attention.

My next memory of the American river ferry service is the steamer *Tashmoo*, a beautiful, modern side-wheel steamer, fitted with the most modern side-wheel machinery and very speedy. Earlier in my memories I mentioned, in connection with the *Chicora*, that only one other steamer passed or equalled her speed. That one was the *Tashmoo*. It is true that the *Tashmoo* was beaten in a race across Lake Erie with the steamer *Frank Kirby* (?), but the *Tashmoo* developed engine trouble during the race and had to check her speed because of her condenser valves. The *Kirby* beat her into Cleveland and won the race in accordance with the rules, but the result did not prove anything and I shall always think the *Tashmoo* was the faster boat.

This ship made the daily trip from Detroit to Port Huron for several years and ran excursion trips from Port Huron and Sarnia to Stag Island, a summer resort island some seven miles below the foot of Lake Huron. These excursions were quite popular and the *Tashmoo* had to have assistance from one of the Sarnia-Port Huron ferry boats, the *Omar D. Conger*. The Stag Island Park scheme did not develop as it was hoped it would, so the service was withdrawn and Stag Island went back to slumbering in the tranquil waters of the St. Clair.

The *Tashmoo* finally grounded during low water on an uncharted rock in the Lime Kiln Crossing in the Detroit river, and ruptured her bottom so badly that she was dismantled and the hull removed from the navigable channel. One of her admirers purchased the *texas*, a hurricane deck structure sheltering the steering apparatus and containing a large glassed-in observation parlor. The whole was removed to a spot up the Sydenham river and placed on a high portion of the river bank to be

used as a summer cabin. The owner must have about as much privacy as a goldfish.

My brother, who was also a great admirer of the little side-wheeler, on one of his visits from Montana to this section of the world, took me for a thirty mile drive just to see the remnant of the once beautiful boat. He walked sadly around the Texas, climbed back into the car saying gruffly, "Come on, let's go home, we have no business here."

There were two other fine boats in this service but just where they filled in, I do not recall. One, the *Idlewild*, was a neat little side-wheeler, speedy but not approaching the *Tashmoo* in this respect. The other was the *Mary*. The *Mary* was quite different from the earlier river ferries, being a fine-lined, screw-propelled ship, quite speedy as river boats went, but again not equal to the *Tashmoo*.

All of this traffic came to a sudden end. The completion of the interurban railroad between Detroit and Port Huron, taking in all the river ports, shortened the trip to two hours. The public was fickle and deserted its old standbys that took from five to six hours to cover the same route. The steamboat interests folded up and sought more lucrative commercial lines. Now there is no local service on the river. The auto brought good roads and the Erie & Huron and the interurban exist no longer as far as passenger service is concerned.

Another commercial ferrying incident took place when two brothers who held a small concession at Stag Island Park looked around for a means to help out their dwindling exchequer. The younger brother conceived the idea of catching mud turtles that infested a small stream flowing into the St. Clair river, not far above Stag Island, painting them with white enamel and turning them back into the creek. He then prepared some signs ballyhooing the discovery of "Albino Turtles," and made arrangements with the local island ferry for a special trip after the daily river steamer from Detroit and Port Huron had arrived. The baiting took, and the curious crowded the little ferry and were duly transported to the habitat of the "Albino." The evidence was plain — white turtles were seen in all directions. Any attempt to catch the strange creatures was met with a warning from one of the conspirators, "Do not touch the turtle, it is very venomous. Persons who have been bitten by them go away from here and that is the last we hear of them."

The idea was a bonanza until it got into the papers and an investigator from Detroit or Ann Arbor arrived who did not go through the regular channels via ferry and concession guide, but proceeded direct to the grounds. Then the bonanza became also a "blanko"!

FREAK SHIPS

During the evolution of the standard bulk freighter, a number of freak ships were tried out. The first of these was an invention of Captain Alexander McDougall of Duluth, Minnesota, first called a cigar boat. It was a more or less rounded ship as to cross section, and tapered to the bow and stern. These terminals ended in a round, flattened disc very much like a pig's nose and so the name was shortly changed to pig boats. Since their rounded back had a strong resemblance to a whale's back, the name of whaleback was also used to designate this type of ship.

The first of these ships was known by number only, so the 101 was followed by the 102. These two ships were quite small as modern freighters go. They had no power of their own and were towed by a standard freighter.

The structure of the whaleback consisted of a somewhat oval cross section, tumbling in quite sharply to a rounded deck, the cross section tapering gradually as it approached the ends. The ends were equipped with oval deck houses. The forward house gave access to the deck hand's quarters, the mooring device or ground tackle, as it is known aboard ship, and the mooring machinery. There were no flat surfaces on the ship except the top deck of the turrets. The after turret housed the officer's quarters, the black gang of five men, and the boiler which furnished necessary steam for the mooring engines, the pumping plant as well as heat for the cabins.

The idea of the design was to offer little resistance to the seas but to allow them to sweep over the ship with as little shock as possible. The fault of the scheme was that the long stretch of deck between turrets constituted a dangerous trip except in dead calm weather, and an impossible trip in stressful time. The only protection the men had was a galvanized cable railing supported on stiff iron posts. The men were constantly being thrown against the posts and hurting themselves, occasionally even breaking their ribs. Another disadvantage was a result of the smartly tumbled-in sides of the ship which made a considerable

gap from where a man could safely stand to the mooring pier. This gap was too great to jump with safety and a landing plank or gangway had to be put ashore — an impractical feat when the ship was moving. Consequently the ship had to depend on shore help in making a landing. This was a very serious fault except in well-manned terminals.

The 101 and 102 were quickly followed by ships of much greater capacity. Propelling power was installed in the after turret of some of them and they acquired the dignity of names, mostly of men who had reached acclaim in the world of steel making or steam engine development such as *Bessemer* and *Watt*. These ships were quite stately, but their inherent faults prevented them from going very far in the maritime world. Numerous designs to overcome the failings of the whaleback were tried. One type called the turret ship had the forward and after housings connected by a narrow cabin or duck walk, the passage made for the safety of the crewmen passing from bow to stern. Their sides tumbled in at a sharp angle to the heel of the duck walk to make a weird looking vessel and but a few of them were constructed. The *Andaste* is the one I remember best.

The English yards also tried an adaptation of the whaleback which was much like the *Andaste*. They nearly faded out of existence, mostly going to salt water and into the coastal trade of the Atlantic seaboard and northern South America. There are still one or two of the first type of whaleback in operation on the lakes today. I saw one steamer with her tow recently, and they were going strong.

In the line of smaller boats, such as rowboats, a native of our village built a remarkably easy rowing, flat bottomed skiff, with flaring sides. This type was stable and easily handled. This man afterwards worked for Chris Craft of Algonac, and I believe the bottom developed by Theophilis David was the one that Chris Craft developed into their present high speed hydroplane. Old Theophilis was an odd genius but a master builder. We had old cabinets around the house which had the name of T. David carefully carved into the structure in some out-of-the-way place.

WRECKERS AND WRECKS

There were two well-known wrecking outfits on the Great Lakes. The most successful one, the Reid Wrecking Company, had a tug whose

name always fascinated me, the *Boscobel*. The *Boscobel*, one of Reid's earlier tugs, was a long, rakish, piratical-looking boat, with low-lying, open decks forward and aft. As boys, we used to talk with awe of her hawsers. With complete entrancement we would say, "Twelve inch hawser!" Captain Jim Reid, her owner, was an amiable pirate who would blarney you while robbing you blind on a wrecking job. He was by far the most successful wrecker the lakes ever produced. He was well known in my boyhood, and his grandsons and son are still carrying on.

Captain Jim did not often fail on a job, but one wreck finally licked him. His attempts to raise the steamer *Cayuga*, a freighter of the Erie Railroad line, was a failure. The boat was in 203 feet of water. Reid spent two seasons and \$200,000, losing two divers, one of them the best that ever donned a Morse outfit. Well, the *Cayuga* is still on the bottom in the Straits of Mackinaw.

Captain Jim later staged a comeback and what was known at one time as the Reid Wrecking Company finally merged into the Canadian Steamship line, now known as the Sin Mac Company. The Reids are still a dominant factor in its management. Some of the old Reid tugs, under a different coat of paint, go through all the old gestures, spouting vast gusts of steam and volleys of whistling but exerting little or no pressure on the tow ropes until the last chance of the deal is settled, when they settle down to work in earnest. No noise, no ado, but every move directed toward the completion of the job.

Reid wrecked a ship called the *Steinbrenner*, sunk in Mud Lake below the Sailors' Encampment. He discharged her cargo and bulkheaded the ship and pumped her out. When dry she only raised as high as her normal loaded draft lines, however, when they started to tow her away, every little while she would take a lurch and raise a little higher. When she reached Lake Huron she was practically up to her normal light load lines. The ship had laid so long on the bottom of Mud Lake, the bottom of which was tenacious blue clay, that when the ship left the bottom she carried a full cargo of this clay. The motion of towing gradually washed it off.

There was another wrecking outfit situated on the eastern end of Lake Ontario. They must have been efficient as they are still in the business

today, but of the Donnelly Wrecking Company I have no recollection except the name. My brother, Jim, was in this business for one Jim Whalen of Port Arthur. He acquired some local fame for wrecking a steamer ashore on the Welcome Islands near Port Arthur. She was salvaged in the month of December and when finally released and towed into port resembled an iceberg more than a ship.

There have been, of course, many ships lost during the duration of lake shipping. The loss of the *Lady Elgin* on Lake Michigan was famous, but only hearsay as far as I am concerned. The first wreck that touched me personally was the wreck of the steamer *Algoma*, a passenger ship belonging to the Canadian Pacific Railway Company. This was a fine steel ship and very modern. She went ashore on the foot of Isle Royale near the upper end of Lake Superior in a blinding snow storm. The shore where she struck was steep solid rock and she probably ripped out the whole of her bow below the water line sinking rapidly. The slope of the island shore at this point is steep and when she sank she slid down the slope into very deep water. The time between striking and sinking was short and only a few persons were able to leave the ship. As I recall, about twelve people got ashore alive, while 129 went down with the vessel. The accident occurred at night when most of the passengers were in their staterooms, probably in bed. Two of the crew of this ship were personal friends of my father, engineers by the name of Pettigrew, and both went down with the ship. My father was sent or went of his own volition to the scene of the wreck to get the bodies of these men. The wreck occurred late in the fall when the weather was extremely cold and an immersion in Lake Superior with no first aid or heated shelter practically spelled death to anyone who came ashore alive.

The next wreck that lives in my memory was the loss of the steamer *Asia*. The *Asia* was a small wooden passenger ship quite aged at the time of her loss. This vessel foundered in the Georgian Bay between the foot of Manitoulin Island and Penetanguishene Peninsula. I think one man survived to tell of the disaster. The captain of this ship was a personal friend of my father and had been a constant visitor in our home.

The next tale is one told to me by my wife which I have heard so often that it has become part of my memories.

A certain young artist who was in the habit of coming each year to the Sailors' Encampment made his home while there at the household of my wife's father. One year, and his last one, he had gone over to what is locally known as the Dark Hole to make some sketches. He landed his rowboat near a deserted shack in dire need of repair. While taking care of his boat and equipment he heard a voice exclaiming, "For God's sake give me a drink of water." Startled, the man looked up but could see no one. He hunted carefully through the deserted shack and among the few scattered shrubs that covered the shore but could find no trace of anyone living or dead. He became alarmed and fled back to his boarding house. Although he had intended to remain at the Encampment at least two weeks longer, he told my mother-in-law that he had to go back to Chicago immediately. Seeing that he was greatly wrought up about something she questioned him, and he told her about hearing the voice. She tried to convince him that it was just someone playing a joke on him but he would have none of that. He said the voice was quite close to him and that he had hunted the area thoroughly. So he packed his belongings and got ready to catch a boat that plied daily between the Soo and Mackinaw City, one of the Arnold Line boats. Well, he got the boat which was observed passing into Lake Huron at Detour and that was the last that was ever heard of her. There was no local bad storm noted near or in the vicinity between Detour and Mackinaw City, but no sign of the ship was ever found, no wreckage found. It was a complete mystery.

After the facts were ascertained, the shack was christened the Haunted House and the ruins are still there today. No one was ever found who would take up the claim on which the haunted house was situated.

MODEL SHIPS

My father had a flair for building model ships to a scale, usually one quarter inch to the foot, and we have several of these in our possession. One was a model of the best development of the English passenger-carrying freight ship. This ship is a representation of a full-rigged, three-masted square-rigged ship carried out to the smallest detail. The life boats are equipped with the proper number of oars, boat hook, water and beef casks and hard tack containers. Every single purchase, sheet, downhaul or clew line has the proper number of sheaves in the blocks,

chains wherever called for, and every sail and tackle is workable as it would be on an actual ship.

I had one of these models on exhibition in the Administration building at the Soo locks. One day a British admiral who was making a tour of the Great Lakes was in the office of the general superintendent of the canal system and saw the model vessel. He started to question the superintendent, Mr. L. C. Sabin, who told him he knew little about it but sent for me.

I informed the Admiral after introductions were over and the proper naval salute given and returned (by my pulling my forelock, drawing back my right foot and returning again to attention, and the Admiral laying his forefinger to his right eyebrow), that my father was the builder of the ship. The Admiral wanted to know where he had obtained his knowledge of such a vessel, and I informed him that prior to coming to fresh water my father had been a salt water seaman, having spent the major part of his training on the Mediterranean Sea where he had once been chased by the Barbary pirates. He then asked me if I knew anything about the ship. I replied, "Ask me what you please," so he put me through a regular drill as to the different hoists, sheets, etc., all of which I answered. I even told him which belaying pin each should be made fast to. "One further question," said the Admiral, "I bet she has not a salt horse cask aboard." Salt horse, by the way, is corned beef, or red horse as we knew it in the last war. "Where it should be," I replied, "lashed to the foot of the fore mast." I then asked the Admiral how many shots of chain the bower anchor should have on a full rigger. "Five," was the answer. I carefully drew the anchor chain from the chain locker below the fore peak deck and laid it out. There were five shots, each shot fastened to the succeeding one with a miniature shackle of the correct design.

The Admiral turned to Mr. Sabin and remarked, "I was somewhat skeptical of lake mariners at first, but if there are captains on these lakes with sons as well versed in what constitutes a ship, your future is unlimited." Again the naval salute, and I observed that the Admiral was more accurate and formal with his return salute.

One more incident with an Admiral, not the same one, but also a Britisher.

I had occasion, while at the Soo, to proceed to Port Arthur, and on my return trip was lucky enough to come down on a ship on which my brother was a quartermaster. The position which I held with the United States Engineer Department warranted my coming on the navigation deck of any ship. The ship, the *Athabasca*, had a British Admiral as one of the passengers.

Coming out of the river at Fort William, the captain of the ship gave my brother the compass course, which my brother carefully repeated. The captain stood watching the compass for a minute or two until the ship settled down and when she was steady on the needle said, "Keep her so." "Keep her so," was repeated and the captain stepped away to the side of the Admiral.

When the captain left I stepped up alongside the miniature wheel which governed the ship and laid my hand on it; not that any help was needed, as a touch of a finger on the wheel was sufficient to operate the steam steering engines, but so that we could talk without taking our eyes off the course.

The quartermasters on the lakes have a trick almost unknown on salt water of picking up a shore range and using the after mast or spear, pole forward, aligning these to afford a delicate means of keeping the ship on her course.

As we proceeded down the lake past Welcome Island, every once in a while the Admiral would step to the side of the bridge and look aft at the wake the ship was leaving. Finally he could contain himself no longer, "Captain McDougal, I have been many years a seaman and on many ships, and I never saw a wake laid down as nice as your quartermasters are leaving behind this ship." "Well they might, they are both sons of one of the finest lake mariners that we have." Captain McDougal was crafty enough not to reveal the trick of steering by the land mark forward or aft of the ship, and allowed the Admiral to carry home his belief in the phenomenal accuracy of lake quartermasters on following a set compass course.

Well, I have put forth my few green leaves, and if the reading of these memories affords half the pleasure that the writing has given me, I will be well paid indeed.



The Great Lakes in Niles' National Register

CONTINUING publication of excerpts about the Great Lakes taken from America's leading news magazine during the years 1811 to 1849.

—The Editor.

Chronicle

SEVERAL SMALL VESSELS have been wrecked by lake storms on lake Erie. The policy of building large vessels for the commerce of the lakes, is recommended.

Niles' Register, December 9, 1815, vol. 9, p. 260.

Michilimackinac

(Extract of a letter from an intelligent officer in the United States' army to his friend in Kentucky, dated 17th November, 1815.)

The situation of this island is most beautiful and interesting, affording a very extensive prospect uninterrupted on the expansive lake in one direction, and enlivened on the other by the main, on the right and left, with beautiful islands, scattered around. This is the most elevated island on the lakes; its highest ground is several hundred feet above the lake, and resembles a naked ridge terminating abruptly at its extremities of about one mile in length. Below, and a half mile nearer the margin of the lake, is situated fort Makina, which, although more than an hundred feet lower than the elevation first mentioned, is yet upwards of 100 feet above the lake. The British, when last in possession of this island, erected a small work on the summit of this ridge, and at that extremity nearest the fort, consisting of a block house surrounded by a circular parapet of earth, but left it unfinished. It is, however, intended to be completed, with some improvements, and occupied by a guard. Its distance from water, and the impracticability of obtaining any by digging, prevented the main fortifications being erected on this position, which is capable of being rendered impregnable; from whence, with a few pieces of ordnance, the fort, with any garrison, is entirely untenable.

I have examined the ground where Croghan landed, and the lamented Holmes fell. The retreat must have been most timely and fortunate, or his command would inevitably have been destroyed; fifty men could have prevented his force ever reaching the fort. The land intervening being covered with a small growth of wood impenetrably thick. There are many individual advantages attending a residence on this island, from the healthiness of the climate, which I doubt not is equal to any known; the air and water, both of the springs and lake, being as pure as can exist. The military forces here exceed—and the sick report seldom exceeds one to a company. A variety of the finest fish I ever saw, can be procured in tolerable abundance every season of the year, and the vegetables of the island are superior in size and nutriment, although the soil which produced them is gravelly. About fifteen families reside here, who do not generally possess sufficient accomplishments to render their society desirable; being in one branch descended from the aborigines, possessing cunning and depravity, and who are no less devoted to British interest. However, in the milder seasons of the year, the society here is more refined, genteel and numerous. The British are erecting a fort on Drummond's island, which lies about two miles S. W. of St. Joseph, and about 35 from this. No intercourse has yet been introduced between the officers of this and that post, nor has any disposition been manifested by those of either for its commencement. Few Indians are now here, they having gone to their hunting ground, but those I have seen are extremely humble and timid.

Niles' Register, vol. 9, supplement, p. 80.

Joseph Bonaparte. From a Montreal paper of February 10.—Report says that Joseph Bonaparte is in treaty for purchasing a tract of land in the state of New York, near Ogdensburg, on the St. Lawrence—on which, it is said, the Bonapartes which have come, or are about to come to America, will make a settlement.

Niles' Register, March 2, 1816, vol. 10, p. 16.

Buffalo, May 14. **SHIP NEWS.**—On Saturday last 3 schooners made their appearance off our harbor, at the distance of 7 or 8 miles, but in consequence of the vast body of ice with which it is yet blockaded, they were unable to get in. They came to anchor under Point Abino. We understand they are from Detroit.

Niles' Register, May 25, 1816, vol. 10, p. 216.



Marine Intelligence of Other Days

THE *Leo* DISASTER

Through the courtesy of Mrs. Frank Ayres, a Lorain, Ohio, member of the Great Lakes Historical Society, a photostat copy has been secured of the Lorain News Extra for Tuesday, September 24, 1889. This rare item is a small memorial sheet of four pages issued on the occasion of the loss of a group of Lorain businessmen when the steam yacht "Leo" sank in a storm some miles off Cleveland, a tragic end to a pleasure cruise. The portraits of the men lost, reproduced on page 112 of this issue of INLAND SEAS, are from the original lent by a son of one of the victims, Mr. Clifford Tunte of Lorain.

The following resume of the event appeared in the Lorain Journal, July 26, 1939, fifty years afterwards.

—The Editor.

LAUNCH *Leo* BLASTED WITH NINE ABOARD FIFTY YEARS AGO

Fifty years ago next Sept. 15 all Lorain went into deep mourning. The Lorain Times edged its paper with a deep border of black as it carried the story of the worst lake tragedy the city ever experienced. Nine prominent citizens went down to a watery grave.

It was a cool Sunday afternoon. The sky was overcast as the steam launch *Leo*, with Samuel J. Root and eight other men aboard, cleared the harbor on a pleasure trip to Cleveland. None ever returned.

A terrific storm came up on the lake soon after the boat was on its way, eastward bound. Just what happened was never learned. No one on board survived to tell the true story. Most persons believed the gas engine exploded causing the craft to sink.

Those who drowned in the churning waters of Lake Erie were I. D. Lawler and E. A. Lawler, brothers; Ben Klein, brother of the late Samuel Klein, clothing merchant; Fred Pelow, John B. Tunte, grocer; S. E. Knight, tailor; C. E. Ritter, saloon keeper, Root, and a skipper named Mathewson.

Lorain, at the time of the accident, was a struggling rural village of less than 5,000 inhabitants and the disaster settled as a pall over the little community. Two young men, Clifford Tunte, son of John B., and Frank Knapp were saved from what probably would have been the same fate of the others when they went back home to get their overcoats before the boat sailed and were too late in getting back to the dock.

The story from the beginning relates how a few citizens made the purchase of the steam yacht *Leo* from a Detroit man and on Friday night, two nights before the fatal trip, a pleasure party composed of some 40 persons boarded her for a trip up the river. All went well, an exceedingly delightful trip was had and her owners were highly elated. An inspection of the boat's boiler was found to be necessary and a voyage was accordingly planned for Sunday.

The nine men started out about 2:30 p. m., notwithstanding the stormy aspect of the weather. The storm apparently came up as the boat reached Rocky River. Off Avon Point, around 4 p. m. members of the crew were seen putting down the canvas and soon after the boat was lost to sight.

All kinds of theories were advanced as to why the boat went down. Some thought the wind tipped over the craft and made her a death trap. Others believed that the boiler exploded. The wreckage washed ashore near Edgewater park and the bodies of all eight were recovered in the sad days that followed.

Two and three funerals were held daily during the week after the accident and business was at a standstill. The fact that most of the men were young men and that five of them were heads of families cast a gloom over the community. All along the streets for days afterwards little groups of men and women were seen here and there and the all-absorbing topic of their conversation was relative to the awful calamity. The accident went down in the annals of the time as one of the most heartrending and appalling in the history of Lorain.

Samuel J. Root, 59, spent most of his life on the water. Earlier in the year he had resigned from the steamboat *Yosemite* because of ill health.

Edwin A. Lawler, 23, at one time read law in an office in Cleveland but later worked in the Brass Works. I. D. Lawler, 27, was a real estate broker and had made his home in Lorain since 1871. One of the first business pursuits he embarked in was card printing. In 1878 he started the Lorain *Monitor* and conducted the paper for a period of two years when he sold out to Rowley and Whitman.

Nearly 400 persons from Lorain went by special train to Cleveland to attend John B. Tunte's funeral. Members of eight lodges were in the long funeral procession. Tunte came to Lorain in '76 and was engaged as clerk for M. J. Farrell in the grocery business.

C. P. Ritter, 29, was a former clerk at the Porter house. S. E. Knight worked for T. R. Bowen, plumber, then opened shop of his own. Fred Pelow was 21 at the time of his death. The last body to be recovered was that of Benjamin Klein, 25, who had resided in Lorain only 18 months.

—Rhea Soper Eddy.

G. L. H. S. Annual Meeting

THE ANNUAL MEETING of the Great Lakes Historical Society was held on May 18, 1951, at 6:30 p. m. in the dining room at Main Library. Following dinner, a short business meeting took place with Mr. Alva Bradley, President, presiding.

Announcement of two new trustees was made by Mr. Clarence S. Metcalf, Executive Vice-President; Mr. Gerald Wellman, Vice-President of the Lake Carriers' Association, to fill the office left vacant by the death of Col. Louis C. Sabin, and Dr. Blake McKelvey, City Historian of Rochester, New York, to replace Mr. John A. Lowe, who resigned.

Mr. Lawrence A. Pomeroy, Jr., read the Secretary's report, showing 579 members on the Society's roster, and described the

activities of the past year. Mr. Fred W. Dutton was introduced as the new treasurer, and read the report of Mr. Leo P. Johnson, former treasurer. Miss Janet Coe Sanborn, as Picture Editor of *INLAND SEAS*, reported on the Great Lakes Historical Society's Picture Collection.

A social hour followed adjournment to the Library auditorium where a Great Lakes picture exhibit had been set up in entrance display cases. Dr. Thomas H. Langlois, Director of the Franz Theodore Stone Laboratory at Put-in-Bay, addressed the group on "The Fish in Lake Erie." Captain H. C. Inches showed his slides of unusual radar photographs.

Fifty members and guests of the Society were present.



GREAT LAKES CALENDAR

By BERTRAM B. LEWIS



FEBRUARY, 1951

The Interlake Steamship Company ordered an 18,000-ton capacity ore carrier from the Bethlehem-Sparrows Point Shipyard, Inc. at Sparrows Point, Md. She was the 15th new ship to be ordered for service on the Great Lakes in seven months. The 626-foot vessel would increase the number of ships in the Interlake fleet to 37.

FEBRUARY, 1951

What is heralded as the first new book on seamen's law in 110 years was released yesterday by Baker, Voorhis & Company, Inc., New York law book publishers. The volume, *The Law of Seamen*, by Martin J. Norris, attorney for the United States Department of Justice, covers all the American law involving seamen and other personnel sailing the oceans, lakes and inland waterways. It contains the latest court cases, the complete United States code pertaining to seamen's law and leading judicial opinions through 1950. Cost is \$15.

MARCH, 1951

Cleveland harbor is expected to be opened to navigation today (March 2) with the arrival of the automobile carrier *Mataafa*. It would be one of the earliest runs on record for the freighter, which annually blazes a path through the ice from Detroit to Cleveland to take the "first ship in" honors. Several areas of floe ice up to 24 inches thick were reported north of Pelee Island, with drift ice between Pelee Passage light and Southeast Shoal.

MARCH, 1951

A heavy, early season grain movement, of far greater volume than that last year, is predicted by Cleveland grain men. Several ships already have been chartered for their first trips. Elevators at Superior and Duluth are reported filled almost to capacity. At the close of business on February 24 they held 44,591,410 bushels of all types of grain, compared to 31,990,550 bushels on the corresponding date last year. Early charters were made at the rate of 8½ cents a bushel, but more recent ones have been at 9 cents. These rates are for cargoes loaded at Duluth-Superior and unloaded at Buffalo.

MARCH, 1951

Testimony in the case of the tug *W. R. Panton*, from which seven crewmen were removed in January when the craft was reported to be sinking near Buffalo while she was in search for the ill-fated tug *Sachem*, has been completed by the Coast Guard in Buffalo. A check by Coast Guard inspectors indicated nothing was wrong with the tug. Testimony was taken from the crew to determine if negligence had played a part in the incident.

MARCH, 1951

Three lake freighters will operate under new names in the approaching navigation season. From Manitowoc, Wisconsin, comes word that the cement carrier *J. B. John*, operated by the Petoskey Transportation Company, will clear Manitowoc next month as the *John L. A. Galster*. Galster is president of the Petoskey Portland Cement Company of Petoskey, Michigan. Skipper of the *Galster*, built in England in 1909, is Captain F. P. Russell. The smaller steamer *Daniel McCool* which operates out of Manitowoc for the Medusa Portland Cement Company, has been renamed the *J. B. John*. The name of the canaller *Chemong*, owned by Sarnia Steamships, Ltd., of Port Colborne, Ontario, has been changed to the *Donald F. Fawcett* in honor of Fawcett, who is employed at the Sarnia office in Port Colborne.

MARCH, 1951

Sale of the third Great Lakes freighter in the last three weeks took place when the Detroit & Cleveland Navigation Company transferred ownership of its steamer *J. P. Wells* to the Ecorse Transit Company of Detroit, a subsidiary of the Nicholson Transit Company of the same city. The 45-year-old vessel will continue to be used as an automobile carrier. The *Wells* is 420 feet long with a 52-foot beam and has a capacity of 7,000 tons. The ship was purchased by D. & C. from Midland Steamship Line, Inc., of Cleveland in 1946, when she was the *Hazen Butler*. Built by the American Ship Building Company at Lorain in 1906, the vessel was brought out as the *J. W. Rhodes*. Later she sailed as the *Frank Seither*.

MARCH, 1951

The first shipment of iron ore to the United States from newly developed mines in Venezuela is expected to arrive at Sparrows Point, Maryland, Tuesday or Wednesday (March 20 or 21), the Venezuelan embassy announced in Washington yesterday (March 15). A delegation from the embassy, headed by Ambassador Martin Araujo, will meet the freighter and take part in a welcoming ceremony, the Associated Press reported from Washington. The embassy said the ship left Venezuela March 13. The size of the initial cargo was not announced.

MARCH, 1951

Rate reductions sought by railroads for carrying crude sulphur from Texas and Louisiana mines to ports in New York, Michigan, Ohio and Pennsylvania would seriously affect coastwise water carriers and barges operating on the New York State Barge Canal System, officials of the Port of New York Authority testified at an Interstate Commerce Commission hearing in New Orleans this week. Edward K. Laux, authority traffic manager, said that before the war some 300,000 tons of sulphur were shipped annually to New York by coastwise vessels, and transshipped by way of the barge canal to Great Lakes ports. He said the sulphur tonnage was important to the successful operation of canal barges since it provided westbound cargoes and enabled operators to provide barges at Buffalo and Oswego, New York, for eastbound movement of export grain. He recommended that a relationship be established between all-rail and all-water services to bring about stability and the continuance of both types of services.

MARCH, 1951

The new 620-foot Canadian oil tanker *Imperial Leduc*, largest on the lakes, was due last night to clear Lorain, where she had been in drydock at the American Ship Building Company for damage to plates received when she was launched at Collingwood, Ontario, recently. A sistership, the *Imperial Redwater*, will go into service soon.

MARCH, 1951

A former government Victory ship, which has been lengthened 165 feet into a 620-foot Great Lakes iron ore carrier, was struck smartly on the prow with a bottle of champagne at Baltimore, Maryland on March 22 and christened the *Cliffs Victory* before 400 persons, including an impressive array of Cleveland industrial and banking figures. The 12,000-ton-capacity vessel, expected to become the fastest ore carrier on the lakes, is the first ocean ship converted to an ore carrier for use in inland waters. Her 8,500 h.p. oil-fed turbines will allow her to slip through the lakes at a speed of 18 miles an hour loaded and more than 20 miles an hour light.

MARCH, 1951

The Cleveland-Cliffs Iron Company's new ore carrier, whose keel is soon to be laid at the Toledo yard of the American Ship Building Company, will be named the *Edward B. Greene* in honor of Cliffs' chairman. The freighter, which will have a capacity of 20,000 gross tons at a 25-foot draft, is scheduled for delivery early next year.

MARCH, 1951

Captain John Roen, president of the Roen Steamship Company of Sturgeon Bay, Wisconsin, has bought the *LST* (landing ship, tanks) 1006 from the government and will use her as a paper pulp carrier, it is reported from Chicago. The 320-foot vessel is 50 feet wide, draws 14 feet of water fully loaded, and has two Diesel engines of 850 h.p. each.

MARCH, 1951

A spokesman for the Republic Steel Corporation yesterday (March 28) confirmed a report from Caracas, Venezuela, that Republic was exploring for iron ore in the state of Bolivar. An Associated Press dispatch said tests were being made on privately owned concessions of around 6,000 hectares (14,826 acres), west of the Caroni River and north of United States Steel Corporation's Cerro Bolivar ore fields. "We are exploring the property jointly for the M. A. Hanna Company, Jones and Laughlin Steel Corporation and Republic," the spokesman said.

MARCH, 1951

The *Imperial Collingwood*, tanker of Imperial Oil, officially opened the 1951 season of navigation at Port Colborne, Ontario, March 24, using radar to enter the harbor. The *Imperial Collingwood* was under command of Captain Charles Dyon, who for the second successive year piloted his ship into Port Colborne to open the season.

MARCH, 1951

President Truman yesterday signed a bill (March 29) which will permit Canadian ships to haul ore for the defense program between United States Great Lakes ports in 1951.

MARCH, 1951

Plans to open the old Norwood-Ohio iron ore properties in Baraga County, Michigan, have been disclosed by the Cleveland-Cliffs Iron Company. The Ohio mine was originally opened in 1907 and the Norwood mine in 1887.

MARCH, 1951

The first German cargo shipping line to operate to Great Lakes ports will start service next month. The first ship, the *Geheimrat Sartori*, is scheduled to arrive in Montreal May 1. This was announced in Montreal by Charles Sartori, an owner of the new concern, known as the Hamburg-Chicago Line. The vessels will operate out of Hamburg, Bremen, Rotterdam and Antwerp to Montreal, Toronto, Cleveland, Detroit, Milwaukee and Chicago. The service will use two motorships, completed this year and two chartered vessels to be replaced next fall when two additional ships are completed. March Shipping, Ltd., of Montreal is general agent for the line.

APRIL, 1951

By bringing his ship, the *Sir Thomas Shaughnessy*, through the ice of the lower St. Mary's river, unassisted, to open navigation through the Soo locks last Monday, Captain A. R. Irvine won the ship's clock, which is presented annually to the skipper of the first vessel to pass through the locks. Nine hours were required by the freighter to make the Detour-Soo passage. It was the third time since 1938 that the *Shaughnessy*, owned by the Mohawk Navigation Company of Montreal, has opened navigation at the Soo.

APRIL, 1951

Deeper channels needed for maximum use of the large freighters being built for the Great Lakes would come "automatically" with passage of legislation authorizing construction of the St. Lawrence seaway, Colonel John F. Hardin of the army engineers asserted yesterday. Hardin, Great Lakes division engineer with headquarters at Chicago, addressed members and guests of the Lake Carriers' Association at a forum at Hotel Cleveland, held in connection with its annual meeting.

APRIL, 1951

A new \$4,300,000 automobile ferry which will carry thousands of recreation seekers across the Straits of Mackinac to Michigan's upper peninsula was launched at Detroit, April 7. The trim and sturdy *Vacationland*, her prow appropriately bathed with champagne, streaked down greased ways at the River Rouge yards of the Great Lakes Engineering Works in a neatly executed side launching. The *Vacationland* is really a ship with two bows and no stern. "Double-ended" to eliminate the necessity of turning around in port, the vessel will have pilot houses, controls, propellers and rudders at each end. Each of the ferry's four Nordberg Diesel engines, located amidships, weighs 158 tons. Each engine has 17½-ton electric couplings to prevent shock when the craft strikes ice. The four solid bronze propellers weigh eight tons each. The craft will carry 150 automobiles and 650 passengers, and speed about 15 miles an hour. Her beam is 75 feet, and the direct-drive engines will generate a total of 10,000 h.p. She will have a draft of 16½ feet in summer and 18 feet in winter. The vessel has to have her engines installed and the car, spar and boat decks completed before she will be ready for her maiden run, some time in September.

APRIL, 1951

Two ships recently purchased by the Bethlehem Steel Company for operation on the Great Lakes will start the season under new names. The *J. H. Macoubrey* becomes the *Williamsport*, and the *W. D. Rees* the *Leetsdale*.

APRIL, 1951

The new 654-foot Canadian freighter *R. Scott Misener* is being outfitted at Port Weller and is scheduled to make her maiden voyage before the middle of May. The ship, the largest in the Canadian lakes fleet, is owned by Colonial Steamships, Ltd. Keel of a sistership will be laid at Port Weller next Monday.

MAY, 1951

Two new Fjell Line freighters will enter the Atlantic-Great Lakes trade this season. The *Veslefjell* will begin operations this month, and her sistership, the *Luksefjell*, will be ready toward the end of the season. Both are motor vessels, the first ever built for Fjell. They will increase the fleet to 11 ships, six of which will be used in the line's continental service and five in its Scandinavian run. The freighters are being built in Norway.

MAY, 1951

What is expected to be a season of record shipments of Steep Rock iron ore, mined at Atikokan, Ontario, will get under way at Port Arthur, Ontario, tomorrow with the loading of two Canadian freighters. The ships are the *Windoc* and *Canadoc* of the Paterson fleet. About 30,000 tons of the mineral are at the dock waiting to be loaded. Steep Rock shipments last season amounted to 1,216,000 tons, a record. This year the total will probably be higher, possibly as much as 1,300,000 tons.

MAY, 1951

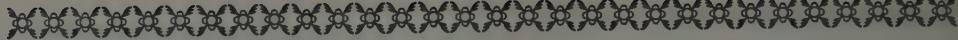
The Great Lakes Towing Company has acquired the tug *John Roen* from the Petco Corporation of Milwaukee in exchange for the tug *New Jersey*. The *Roen* is a steel, steam tug 110 feet long, with a 22-foot beam and a depth of 12½ feet. She was built at Camden, New Jersey, in 1895 and was operated out of Baltimore for several years. More recently she was part of the fleet of the Roen Steamship Company of Sturgeon Bay, Wisconsin. Her new owners will remove the engine, boiler and auxiliaries, rebuild the ship from the hull up and install a 1,600 h.p. General Motors Diesel engine.

MAY, 1951

Two representatives of the Lake Carriers' Association will be in Ottawa next week as members of the United States delegation which will take part in negotiating a Great Lakes radio treaty with the Canadian government. Lyndon Spencer, executive vice-president of the association, and Gilbert R. Johnson, counsel, will serve as industry advisers at sessions beginning Monday and lasting through Friday. The United States already has submitted a draft of the treaty to Canada. If its contents are approved by the Canadians next week the treaty will then be signed by officials of both countries and go to the two governments for ratification.

MAY, 1951

The *Wilfred Sykes*, largest Great Lakes vessel, headed for Indiana Harbor yesterday with a record of 19,233 gross tons of iron ore. The announcement was made by Hutchinson and Company, Cleveland firm which operates the *Sykes* for Inland Steel Company. The *Sykes*, which left Superior, Wisconsin, Sunday, had set the previous mark of 18,929 tons last year.



NOTES

The Nevada

ONE OF THE MOST INTERESTING vessels completed on the Great Lakes in 1916 was the *Nevada*, built by the Manitowoc Shipbuilding and Drydock Company at Manitowoc, Wisconsin, to the order of the Goodrich Transit Company, Chicago, for package service on Lake Michigan. This ship had been especially built and strengthened in order to cope with the ice, it being intended to keep her in service on the lake the whole year around.

The bow was designed, therefore, to act as ice crusher and the stern was of the modified "cruiser" type, in order to save as much length as possible, as it was necessary for the vessel to turn in rivers where there was little clearance between the banks.

The *Nevada* was 230 feet in length. When steaming full speed the ship would consume about 2400 pounds of coal per hour. The doors were in halves, the upper were of teak while the lower were steel. Each cargo hold was reached by an elevator of one ton capacity. The propelling machinery was built by the Great Lakes Engineering Works of Detroit, Michigan, and designed for 1,600 H.P. at 105 R.P.M. This gave the ship a speed of about 14 knots or 16 statute miles. The steam generating plant consisted of two Scotch marine boilers 13.3 feet by 11 feet, designed for 185 pounds pressure. She was equipped with a triple-expansion engine which was very powerful for a boat her size.

The quarters for the master and navigating crew were over the engine room. The

balance of the crew, including freight handlers, had their sleeping quarters on the spar deck. Aft on the ship were directors' rooms. On the boat deck was a sumptuously fitted owner's room with bath and a private dining room.

The galley had a brick floor and was equipped completely with electric range and broiler.

For the rapid handling of freight the ship was fitted with three gangways besides a special one for the crew. She was fireproof throughout and handled well in all kinds of weather which made her one of the finest ships out of Milwaukee at the time.

In 1917 freight and handling had developed to such an extent that Russia seemed justified in purchasing a boat to be operated solely for this purpose. So the *Nevada* was sold to the Russian government and fitted out at Montreal for transocean service. When finished, she proceeded down the St. Lawrence to the Atlantic Ocean and began the voyage to the Pacific coast. The long journey from Milwaukee to San Francisco occupied several months as she stopped at various ports for supplies. En route to Vladivostok, she was several days out of San Francisco when ordered back to port on news of the collapse of the Imperial Russian government.

She sailed around the coast until 1921 when she was bought by the Pere Marquette Line, sailing out of Ludington for 13 years. Salt was brought down to Milwaukee and return cargoes of candy or other commodities were taken up.

In 1934 she was purchased by the Wisconsin-Michigan Company, along with another ship. In 1935 she was converted into a cargo carrier, operating for a short time on a run between Muskegon, Grand Haven and Milwaukee, being used principally as a carrier for new automobiles.

In 1939 the ship was purchased by the War Department and after reconstruction into an ocean carrier, she was again on the coast.

There's many a Lake Michigan resident

to whom announcement of the *Nevada* being sunk in the Atlantic was a blow. The ship battled heavy North Atlantic storms five days before foundering when she carried to their deaths 35 of her crew of 64, including the master. The remainder were saved by the Coast Guard. The heavy waves damaged the lake-built hull to such an extent that she was wrecked beyond recovery.

—GEORGE VARGO

Good Fishing

A FISHERMAN'S "CATCH" in Lake Erie has set Canadian, English and American historians to buzzing and confirmed something certain metallurgists have been saying all along about the durability of wrought iron. The fisherman is Harry C. Ekdahl of Fort Erie, Ontario. He was out angling for pleasure one day with a friend, Frank Ulrich, when he felt his line catch and hold. Looking through the clear water, he saw that he had snagged on a length of chain attached to a massive anchor, the shank of which was at least seven feet across.

After dropping a buoy, Ekdahl returned with several companions and hoisting equipment. They hauled up and severed some 400 pounds of chain, but failed to get the anchor aboard. Ulrich sawed off a section of the chain, which was in good condition, and took it to a local chain company. There he was told that the links had been fashioned of hand-wrought iron. More important, the chain was of a type that hadn't been made for over 100 years.

Subsequent investigation identified the anchor and its chain as almost positively belonging to either the *Summers* or the *Ohio*, American ships captured and sunk by the British in the War of 1812. The *Summers* and the *Ohio* were armed schooners of Perry's fleet. Each carried three long 12-pounders and had a crew of 35 men. One night, after they had been bombarding British land positions at Fort

Erie, they were boarded and captured by a contingent of British sailors and marines in a small force which had been disguised as provision boats. The British later destroyed the vessels, and what Ekdahl and Ulrich found was probably the only remnant of one of the ships. The two men were amazed at the excellent condition of the chain and they sent four links for analysis to A. M. Byers Company, Pittsburgh, which manufactures wrought iron.

Metallurgists of the Byers Company produced microsections which indicated that the round from which the chain was made was produced by welding two pieces together, and that the material appeared to have been made by what is known today as a "direct process," using the American bloomery, an offspring of the Catalan forge.

Drillings of one of the links were analyzed as follows:

Carbon .....	.029%
Manganese .....	.078
Phosphorus .....	.186
Sulphur .....	.021
Silicon .....	.188
Slag	3.99

The relatively high phosphorus and silicon contents are indicative of the age of the material, according to the Byers metallurgists. Brinell hardness numbers translated to tensile strength gave an ultimate strength, or breaking point, value of about 62,000 pounds per square inch.

Chase S. Osborn

A VALUED FRIEND of the Great Lakes Historical Society and a trustee from its organization until his death, Michigan's ex-governor, Chase Salmon Osborn, has been commemorated in a booklet, *Promise and Performance, the Political Record of a Michigan Governor*, by Ver-

non L. Beal of the state university. This is a summary of Osborn's achievements as governor from 1911 to 1913, based on researches among the Osborn papers in the Michigan Historical Society. It is now published as *Bulletin No. 4 of the Society's Collections*.

The Drummond

CAPTAIN W. L. MORRISON of Erie sent the print of the schooner *Drummond* of Port Hope, Ontario, standing out of Erie Harbor in 1902, reproduced in this issue of *INLAND SEAS*. He has this to say about the ship: "This is the last schooner I can remember sailing out of Erie. I

have a hazy memory that she was manned by a crew of yachting lads and I think the fore topmast staysail and small outer jib might have belonged to some yacht." The photograph was taken by W. S. Foster of Oak Park, Illinois.

This Month's Contributors

ANDREW T. BROWN, a graduate of the University of Michigan, holds an M.A. degree from Western Reserve University and is continuing his study of history at the University of Chicago.

PAUL T. HURT, JR., is a securities broker with Merrill Lynch, Pierce, Fenner & Beane at Indianapolis, Indiana. His story is evidence of his long standing Great Lakes interest.

THOMAS H. LANGLOIS, Director of the Franz Theodore Stone Laboratory of Ohio State University at Put-In-Bay, Ohio, is an authority on the Lake Erie islands.

BERTRAM B. LEWIS is Marine Editor of the Cleveland *Plain Dealer*.

CAPTAIN LAUCHLEN P. MORRISON was an engineer at the Sault for many years.

CAPTAIN W. L. MORRISON of Erie, Pennsylvania, was the last in command of the historic ship U. S. S. *Michigan* (the *Wolverine*).

WALLACE B. WHITE is a former news-

paper and advertising man whose personal hobby is Firelands history.

MENTOR WILLIAMS, Associate Professor of English at the Illinois Institute of Technology, is again a welcome contributor to *INLAND SEAS*.

Among the book reviewers: L. R. B. is LILLIAN R. BENSON, Assistant Librarian of the Lawson Memorial Library, University of Western Ontario; M. S. M. is MINNIE S. MONTI, Order Librarian of the Cleveland Public Library; G. W. T. is GORDON W. THAYER, Book Editor of *INLAND SEAS*; R. H. W. is RUTH HEISS WARD of the General Reference Division of the Cleveland Public Library.

MRS. CAMILLE REHOR, a new member of G. L. H. S., has searched out the scientific articles listed in *Great Lakes in Print*. She is in the Library's Science and Technology Division. NANCY LYBARGER of the History Division and ELEANORE P. HARTMAN of Brett Hall Periodical Division select the other references.

The Great Lakes in Print

An index to magazine articles and notes on the Great Lakes which have appeared in current periodicals not exclusively devoted to the lakes.

Agricultural History, January, 1950, pp. 29-42. Agriculture in Luce County, Michigan, 1880-1930, a Study of Agricultural Development in the Upper Great Lakes Region, by George F. Deasy.

October, 1950, pp. 205-211. Collective Bargaining in the Lumber Industry of the Upper Great Lakes States, by George B. Engberg.

Atlantic Fisherman, December, 1950, pp. 14, 35. Fisheries of the Great Lakes Waters.

Beaver, December, 1950, pp. 40-43. Westward with St. George, by Grace Lee Nute.

Business Week, December 2, 1950, pp. 30-32. Twin Ports' Fortunate Disaster: Iron Ore Shipping Wanes. (Duluth & Superior.)

March 10, 1951, p. 24. All-Rail Ore Shipments Flunk First Winter Test.

Mar. 17, 1951, pp. 46-48. New Sources for Limestone; Kelly Island Reopens and Expands.

Ecology, April, 1950, pp. 290-292. The Composition of a Remnant of White Pine Forest in the Lake States, by Forest Stearns.

July, 1950, pp. 386-392. The Disappearing Sleeping Bear Dune, by Frank C. Gates. (West end Leelanau County, Michigan.)

October, 1950, pp. 561-566. Associations between Fish Species in Tributaries and Shore Waters of Western Lake Erie, by Carroll Blue Nash.

Fishing Gazette, March, 1951, pp. 37, 142. Great Lakes Fishermen Organize New Federation.

Geological Society of America, Bulletin, February, 1951, pp. 159-202. Differentiation in Lavas of the Keweenawan Series and the Origin of Copper Deposits of Michigan, by Henry R. Cornwall.

March, 1951, pp. 251-266. Iron Formation and Associated Rocks in the Iron

River District, Michigan, by Harold L. James.

Holiday, May, 1951, pp. 34-45. Cleveland, by Dan Levin.

Heat Engineering, April, 1951, pp. 56-59. Large Canadian Freighters Added to Great Lakes Fleet.

Journal of Geology, July, 1950, pp. 430-487. Niagaran Reefs of the Great Lakes Area, by Heinz A. Lowenstam.

Midwest Fisherman, December, 1950, pp. 4-7. Ice Fishing, by Jo Jackson.

Military Engineer, January-February, 1951, p. 58. Lake Survey, Vertical Control on the Great Lakes.

Motorship, March, 1951, pp. 26-31. Winch Equipment for Great Lakes Vessels, by Almon A. Johnson.

March, 1951, pp. 32-33, 40. Bethlehem Repowers Versatile Tanker *Michigan*.

Nautical Gazette, March, 1951, pp. 26-27. New Diesels Speed Unique Cargo Ship. (*Michigan*.)

Ohio Conservation Bulletin, April, 1951, pp. 10-11. Where to Fish in Northwestern Ohio, by Lou Klewer.

Ohio Journal of Science, January, 1951, pp. 1-5. Shore Erosion on Sandusky Bay, by Paul R. Shaffer.

Railway Age, February 5, 1951, pp. 40-41. Winter All-rail Movement of Iron Ore.

Society of Naval Architects and Marine Engineers, Bulletin, v. 6, no. 1, 1951, pp. 16-17. Geared Diesel Repowering for Great Lakes Vessels, by B. E. Erickson.

Steel, January 8, 1951, p. 27. U. S. Steel Ships Ore Through Winter by Rail.

Steelways, March, 1951, pp. 1-5. Tacnite: Iron Ore Bonanza, by Morton M. Hunt.

World Petroleum, April, 1951, p. 49. Largest Fresh Water Tankers Will Move Alberta Oil.



Book Reviews

THE VALLEY OF THE LOWER THAMES, 1640 TO 1850, by Fred Coyne Hamil. Toronto, University of Toronto Press, 1951. \$5.00.

This is not England's Thames, nor yet Connecticut's, the scene of the Harvard-Yale crew races, but Ontario's, which before the railroad was the chief pathway through the forest. It is now the chief river of the County of Kent, one of the richest farming sections in Ontario.

Professor Hamil of Wayne University, Detroit, has traced the history of the lower river from 1640, when it was visited by Jean de Brebeuf and Joseph Marie Chaumonot, down to 1850, the end of the pioneer period. The river long remained nameless on the maps; Lieutenant-Governor John G. Simcoe gave it its present name in 1792.

Jesuits were among the first visitors, soon followed by Moravians. The traders were always there, in their familiar rivalry with missionaries in opening up new country. Except for the War of 1812, the development of the region was peaceful enough. The Mackenzie revolt of 1837 was short lived and not bloody.

The most interesting part of this handsome and well-illustrated volume deals with the life of the settlers. Stagecoaches operated, handicapped by an unfortunate combination of bad roads and drunken drivers. The passengers spent much of their time aboard in prying the coaches out of mudholes.

There is a chapter on quacks and tricksters, and an interesting tale of the poltergeist activities which disturbed the McDonald house in 1829.

Considering that the Thames is not as well known in the United States as it deserves, a short account of its rise and length, and the communities which it passes, would not have been amiss. The excellent map of the region suffers, too, from a curious defect, that it is almost impossible to trace on it the course of the Thames.

These flyspecks apart, Professor Hamil has produced an important addition to the list of books on Canada. There is a good bibliography.

—G. W. T.

A CENTURY OF WESTERN ONTARIO: The story of London, "The Free Press," and Western Ontario, 1849-1949, by Orlo Miller. Toronto, The Ryerson Press, 1949. \$4.50.

Few newspapers have as close a connection with the community they serve as has *The London [Ontario] Free Press*. It is therefore most fitting that a history of that newspaper should not be limited to purely domestic details of struggle and triumph but should also tell the parallel story of the growth of the community of Southwestern Ontario, of which London is the hub.

The *Canadian Free Press*, later to become *The London Free Press*, was first published on January 2, 1849. Its editor and publisher was a Scotsman, William Sutherland, who had already gained some useful experience in the newspaper field in the pioneer town of London. Late in 1852 he sold out to Josiah Blackburn, son of an English Congregationalist minister, who had decided, after a year on the *Paris (Ontario) Star*, to buy a weekly newspaper in Western Ontario. Since then *The Free Press* has remained in the hands of the Blackburn family. The present president and managing director, Walter J. Blackburn, is a grandson of Josiah. Since 1920 the editor-in-chief has been Arthur R. Ford, one of Canada's outstanding newspapermen.

In commissioning Orlo Miller to write the history of the paper, the management of *The Free Press* made a happy choice. Mr. Miller, now a special writer for the Canadian Broadcasting Commission, was formerly on the staff of *The Free Press* and for many years he has been a student of the history of London and Western Ontario.

The author sets the scene for the advent of *The Free Press* by giving the reader a glimpse into the early history of the district and telling something of the thirteen newspapers published in London between 1830 and 1849. From that date forward Mr. Miller's chief source material has been the files of *The Free Press* and he has made use of them to reconstruct with dramatic clarity events and incidents in the history of London and the Western Ontario peninsula.

Readers of *INLAND SEAS* will be particularly interested in the account of the sinking of the steamer *Victoria* in the Thames river in May, 1881. The disaster, which claimed 198 victims, most of them residents of London and vicinity, was one of the most tragic accidents ever to take place on an inland waterway. Also of interest is the fact that a *Free Press* reporter was the only newspaperman aboard the Reid tug which put out from Sarnia to investigate the strange site of a steel hull, floating partly submerged and bottom side up. The wreck was later identified as that of the *Charles S. Price*, one of eight ships lost on Lake Huron in the storm of November, 1913.

—L. R. B.

WESTWARD CROSSING, by Humphrey Barton. N. Y. Norton, 1951. \$3.50.

Humphrey Barton is a yachtsman of parts. In 1937 he and his wife sailed the first *Vertue* yacht from England to Concarneau in the Bay of Biscay and back, a distance of 855 miles in three weeks. In 1938 they sailed a sister ship from Hamble to Pwllheli via the Caledonian canal, a distance of 1,058 miles in 25 days. More than thirty yachts have been built since then to the same hull design, with layout below decks and details of gear and fittings constantly improved. They are known as the *Vertue* Class.

When Mr. Barton was asked to go as sailing master for Jack Rawlings on the all-aluminum 43-foot W. L. ocean-racing yacht *Gulvain* for the Bermuda and Trans-Atlantic races, he accepted. Then he decided to buy a *Vertue* yacht, sail her across to New York and sell her in the United States. He made the trip successfully, with one companion, in the smallest boat ever to make the east-west crossing. The details given of equipment, etc., are very interesting, and should be very helpful to anyone planning an ocean yacht trip. They encountered their full share of bad weather, climaxed by a hurricane. Since they followed the regular steamship lanes, they were spoken to, and reported by, seven ships in 47 days between landfalls.

Most of the book was written en route, and is in diary form. It is very readable, and his final conclusions will be of considerable value to any yachtsman.

—M. S. M.

SEAGOING GAUCHO, by Ernesto Uriburu. New York, Dodd, Mead & Co., 1951. \$3.00.

The United Nations Charter Conference in San Francisco is widely separated in time and space from Columbus's first voyage to America, but both events are bound closely together in the life of Ernesto Uriburu. To a bored First Secretary of the Argentine Embassy his assignment to UN meant postponement of launching his sailboat, newly built to his specifications "along the lines of the Colin Archer classic." A hasty break with diplomacy and his creditors in Buenos Aires, and the recruiting of a crew of two and his young brothers put him afloat on July 28, 1946, for a two-year tour in the 50-foot *Gaucho*.

This breezy tale covers 27,000 miles of purposeless enjoyment of the South Atlantic (no Kon-Tiki here!), over to Dakar, then past the Canary Islands for a round trip of the Mediterranean. Determined to be the first sailing vessel ever to re-trace Columbus's original voyage of discovery, they ransacked the archives at Seville to plot their course back to the New World via San Salvador. Then to New York and back home, with many good photos.

Conversational tones make this gusty story of stops in many ports an adventure by proxy for any reader. Appended are a log, supply notes and boat diagrams. Perhaps the most surprising feature is the way four men managed to live together for two years in so small a space without slitting each others' throats.

The same idea of following the track of Columbus also inspired Professor Samuel E. Morison of Harvard. His account in *Admiral of the Ocean Seas* differs from this in being a formal biography with Morison's sailing commentary incorporated in it. Uriburu writes pure adventure, and the book should appeal to any lover of life on the open water.

—R. H. W.

Index to Inland Seas 1949-1950

INLAND SEAS, Spring and Summer issues of 1949, all that were published during that year, and the complete year 1950 have been indexed together. It was believed that members would wish to bind these two years, six issues, in one volume, and therefore one index should cover the two years.

As previously, copies of the index will be sent to all libraries and societies which are members of the Great Lakes Historical Society, but to individual members *only by request*. Members wishing a copy should apply to the Managing Editor.